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Shipyard Bulletin

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FEBRUARY 1984

'Lincoln' construction moves full-speed ahead

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The keel will consist of six assemblies with a combined weight of approximately 800 tons. It will be lowered into Shipway 12 a week after the launch of the Shipyard's fourth *Nimitz*-class carrier, *Theodore Roosevelt*.

At that time, more than 100 major subassemblies will be ready to go "on board" *Lincoln*. The carrier will be more "complete" at keel laying than any previous carrier.

"Our objective is to accumulate a backlog of assemblies so we can start joining them the moment the keel is in the dock," explains W.B. "Miff" Miffleton, CVN project manager.

To achieve this goal, many Shipyard departments have been immersed in the new carrier project since December 1982, when NNS received a \$3.1 billion contract for both *Lincoln* and *George Washington* (CVN73).

And the number of departments involved in the construction of *Lincoln* continues to rise.

"There has been a dramatic intensification in CVN72 work," Miffleton says. "We're beginning to see a shift in the shops — *Roosevelt* is moving out and *Lincoln* is moving in."

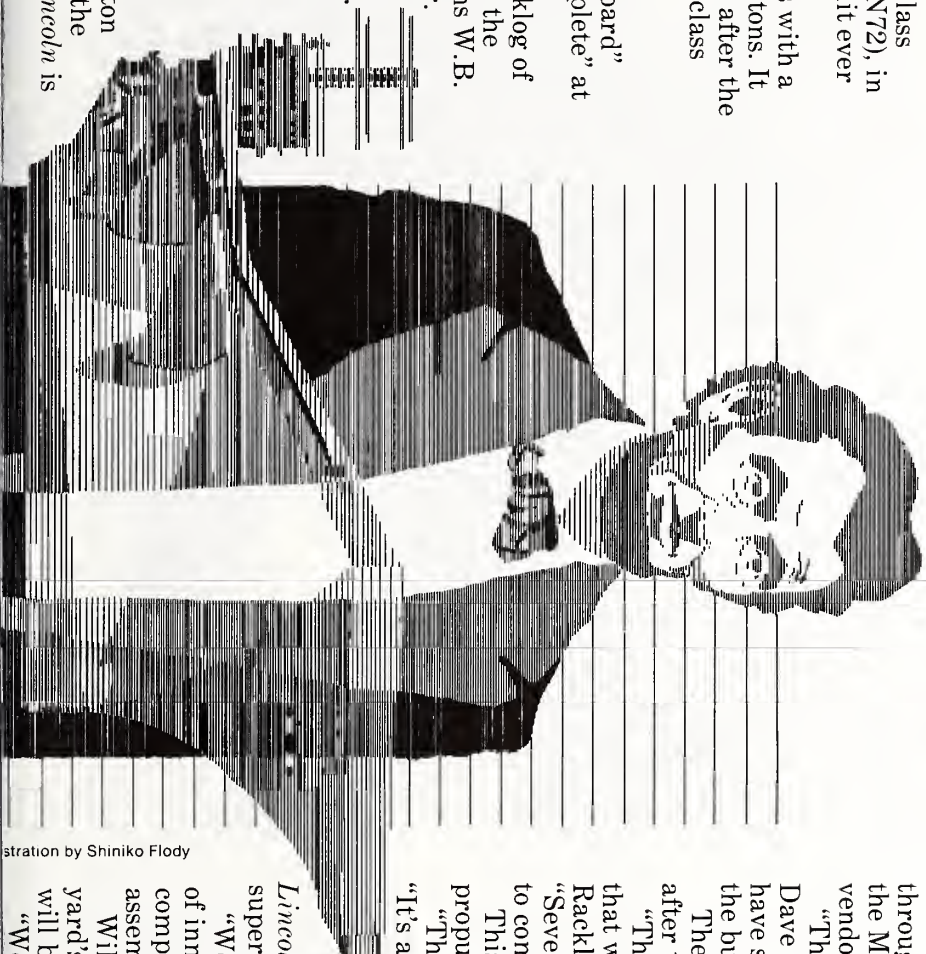


Illustration by Shiniko Flody

throughout 1983 so the pieces could be moved to the Machine Shop. Steel Fabrication and outside vendors for completion.

"Things will calm down a bit this year," says Dave Kundis, Foundry superintendent. "We still have some *Lincoln* backlog to keep us busy, but the bulk of our work on that carrier is behind us."

The Machine Shop, too, set to work immediately after the Shipyard received the carrier contract.

"The carrier's compressed schedule dictated that we start work from day one," says Ray Rackley, Main Machine Shop superintendent. "Several of our projects will take up to two years to complete."

This includes the machining of 25 huge pieces of propulsion shafting.

"This is our single largest job," Rackley says. "It's a long-range project, and we're really moving on it."

Steel Fabrication also adopted an aggressive schedule for construction of *Lincoln*, according to Bob Williams, manufacturing superintendent.

"We're presently working on the final assembly of inner bottom units," he says. "We've already completed 18 and have another 20 in the final assembly stage."

Williams says before the job is through, the yard's 11.5 acre Steel Production Facility (SPF) will be filled with *Lincoln* assemblies.

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Engineering is one Shipyard division that has been working fast and furious on *Lincoln*.

"We had to develop specification sheets for Purchasing and Production Engineering right away," explains Ben Smith, project manager, Carrier Construction Design Project.

"We moved rapidly on this and are further ahead on *Lincoln* than we have been at this same time on any previous carrier."

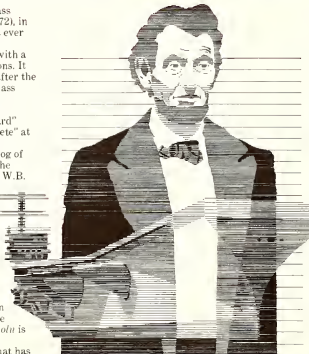


Illustration by Shmuel Peleg

Engineering also had a multitude of drawings to turn out.

Other NNS departments also have been busy over the past year with long lead time projects to support the *Lincoln* carrier project. The Foundry was filled with *Lincoln* castings

throughout 1983 so the pieces could be moved to the Machine Shop, Steel Fabrication and outside vendors for completion.

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"We'll be finishing up work on *Roosevelt* this spring, and then the shop will be loaded with *Lincoln* work," he says.

All this activity plays into the hands and hopes of Miffleton, who says things simply cannot move too fast for him.

"The waterfront can accept units as fast as the shops can build them," he says. "So, by getting units ready ahead of time, things can move faster once we're in the dock."

Dry dock renovation saves time and effort

The recent modernization of Dry Dock 10 paid off in January when Ship Repair repaired the rudder of *Aimeria Lykes*, a barge carrier.

When the ship arrived on Jan. 18, it was situated in the dock so that its rudder rested above the dock's new eight-foot-deep pit.

The pit, 110 feet long and 32 feet wide, allowed Ship Repair to remove the ship's rudder without disturbing its steering gear or removing the rudder stock.

"The pit saved us a lot of time and effort," says C.K. "Slick" Worthington of Ship Repair. "We could've done the job without it, but the cost would have been astronomical."

"In working on ships with special problems, the pit will be very profitable," adds Riggers General Foreman Dick Hudgins, who supervised the removal of the *Lykes* rudder.

Plant Engineering consulted with Ship Repair, Marketing and Contracts before settling upon the

(Continued on page 2)

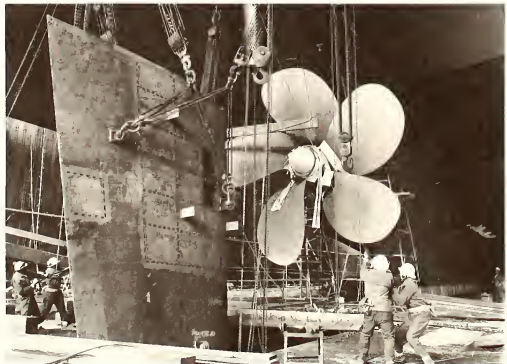


Photo by Chris Chapp

Riggers replace *Aimeria Lykes*' rudder using the new eight-foot pit in Dry Dock 10.

Graduates urged to look to the future

"Concentrate on the future."

That was the challenge issued by Felix Bledsoe to the 171 members of the Apprentice School Class of '84 during commencement exercises.

"Your accomplishments in school are now a part of your past," Bledsoe said. "They remain a memory, but more importantly, a foundation for your future."

Bledsoe, retired vice president of Research and Development, told the graduates that it is up to them to lead the company in the future.

"You are now full-fledged members of the best shipbuilding organization on earth," he said. "As apprentice graduates, you become role models whose tracks will be highly visible."

"What will be your contribution to the continued success of the company? What footprints are you going to leave that others will follow?"

"These questions," Bledsoe told the graduates, "are questions only you can answer."

Bledsoe was the featured speaker at the Apprentice School's graduation ceremonies at Warwick High School on Jan. 20.

Though not an Apprentice School graduate himself, Bledsoe's appreciation for the school was evident in his address.

"If I had known 50 years ago that there was such a thing as the Apprentice School," he said, "I would've been knocking on the door at 4101 Washington Avenue four years earlier than my 1940 arrival."

"I believe that the apprentice way of learning while working is superior to any other format of education. There is no better way."

"And I believe that our company has created the finest apprenticeship program to be found anywhere," Bledsoe continued.

Prior to Bledsoe's address, 10 graduates received awards for scholarship and craftsmanship. They were:

■ George Spellman, David Pherson, Allyson Taylor, Kenneth Keeter, Michael Alford and George Spady III — Niels Christiansen Craftsmanship Awards.

■ Needham Jones, Crim Lotts, Frederick Peedle, David Pherson, George Spady III and Brian Welch — Charles F. Bailey Awards for highest scholastic average in the basic technical education curriculum.

■ Brian Welch — G. Guy Via Award for the highest scholastic average in the advanced technical education curriculum.

■ George Spady III — Homer L. Ferguson Award for highest average in combined classroom and shop grades.

In addition, 22 students received Gold Athletic Awards for outstanding athletic activities.

The 171 graduates brought the total number of Apprentice School graduates to 5,827 since the first certificate was presented in 1894.



Scott Runnels, left, removes parts from a tank in NNS's new plating plant as Foreman Ed Branch looks on.

New plating plant rises from ashes

Electrical Department Foreman Ed Branch felt as if something terrible had happened to an old friend when the plating plant caught fire and burned four years ago.

Branch, who had worked at the plant 40 years, was on vacation that day, but he rushed to the yard as soon as a neighbor told him the news.

"I'm not a sentimental person, but you can't help but feel close to a place where you've worked that long," Branch says. "It was a strange, strange feeling."

Fire destroyed half of the complex, including the copper, nickel, chrome and silver plating operations. But Shipyard fire fighters were able to save the cadmium and zinc plating and the aluminum, copper and brass cleaning operations.

With half of the plant out of service, the company looked for vendors to handle the plating work which protects parts against wear and corrosion. But they were unable to find one plant

to do it all.

"Work was leaving the yard in all directions," Branch says.

So, the yard decided to build a plant at 34th Street and West Avenue that could plate everything from nuts and bolts to submarine steering shafts and hydraulic cylinders.

The new fireproof facility opened in January. Unlike the old wooden building, the new structure is masonry and is equipped with the latest in sprinkler alarm technology.

"The building has state-of-the-art equipment," says project leader Scott Brubaker. "It was designed and built with accessibility, maintenance, handling, and fire safety in mind."

"There's not another one like it anywhere," he adds. "We worked closely with the people who'll be using it, and the building reflects their input."

Branch, meanwhile, is excited about the new plant. "It's beautiful!" he says.

COVER STORY Renovation saves time, effort

(Continued from page 1)

final location and design of the pit. It was devised to accommodate ships with sonar bulbs or other configurations that make them difficult to dry dock.

"We're very pleased with the way the pit turned out," says Mike Aliff, manager of Piers and Docks. "Although it has only been used once, it has already proved its worth."

When the pit isn't in use, a series of steel tables covered with concrete span the opening to provide a level dry dock floor. The tables hold the same load as the solid floor.

Plant Engineering, under the direction of Project Engineer Don Beavers, completed the modernization of Dry Dock 10 in January, just a few days before the Lyles vessel arrived from

New Orleans.

In essence, the modernization converted the former Shipway 10, originally designed for ship construction, into a full-service, Navy-certified dry dock capable of safely docking and servicing the most complex ships afloat.

Though the pit is the dock's most unique feature, the renovation also included complete resurfacing of the dry dock floor, repair and painting of the dock walls and construction of a new head wall on the dock's inboard end.

The job also included installation of new crane rail foundations, overhaul of the dock's cranes and caisson gate and installation of new utility distribution systems.

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NNI team leads Junior Achievers to new record

Newport News Industrial employees seem to have a knack for Junior Achievement advising.

Just as an NNI advising team did in 1981-82, another NNI team has led their high school achievers to a new sales record for Peninsula Junior Achievement.

CUT-N-SERV, the company advised by Karen Langevin, E.L. Greene, Fred Foster, L.P. Butler and Doug Scott, set the new record in January with sales of more than \$7,000.

In setting the record, CUT-N-

SERV's students sold 803 cheese boards, made from a wooden paddle, ceramic tile and small cheese cleaver, for \$9 each.

Several retail stores, including the Warwick Cheese Shop and Plantiques, liked the product so much, they bought several at wholesale prices to sell themselves.

The secret to CUT-N-SERV's success, according to Langevin, was dedication — both on the part of the advisors and the students.

"We always met once a week," she explains, "and often, we met two or

three times a week. Even then, we had an attendance rate of more than 90 percent."

Eighteen of the students had sales records that qualified them for a JA team slated to go to New York for a special training course.

Of the \$7,000 made by CUT-N-SERV, approximately \$3,000 was gross profits. This figure allowed the company to triple the wages of production workers, double the salaries of officers and award salespersons commissions as high as 20 percent of their sales volume.

CUT-N-SERV also presented Steve Goldman, NNI controller-treasurer and Peninsula Junior Achievement vice president, with a check for \$700 for the Peninsula JA operating fund.

CUT-N-SERV's sales are clearly a sales record on the Peninsula, but the company won't know until next summer if it is a national sales record.

Whether it is or not, the NNI-advised company is certain to be one of the nation's top JA companies for the 1983-84 school year.

Huntington Hall's completion gives Navy a total community

With the renovation of Huntington Hall 90 percent complete, bachelor sailors stationed at Newport News Shipbuilding can look forward to life in a "total community."

"In 23 years in the Navy, I've never seen anything that could compare with Huntington Hall," says Master Chief Ed Blackburn who manages the facility for the Supervisor of Shipbuilding office.

"The building's close proximity to the Shipyard, and its recreation facilities make it the best accommodation I've seen at a shipyard."

After 20 months of renovation, the Shipyard is winding up the final phase of the conversion of the former Newport News Intermediate School into a complete Navy community.

In addition to 157 bedrooms for over 600 men, Huntington Hall has dining facilities for up to 1,200 people, numerous television lounges, game rooms, laundry rooms and a Navy credit union. The facility also has a football field, gymnasium with basketball and volleyball courts, weight room, sauna and locker room.

The project was a huge undertaking from the start. The facility occupies two city blocks on Huntington Avenue between 30th and 32nd streets and portions of the building date back to 1922.

The Shipyard bought the building from the city of Newport News in 1982 for \$1.1 million. The company

has spent more than \$6 million to renovate the facility.

Plant Engineering divided the renovation into three phases, according to Project Manager David Queen.

Phase I, which began in June 1982 and involved the south wing of the building, included bedrooms, cafeteria and the gymnasium.

"It only took us 97 days to complete Phase I," Queen explains. Phase II, the north wing of the building, included an infirmary, additional bedrooms, game rooms and lounges. It was complete in May of 1983.

Phase III, the center wing, includes bedrooms, lounges, quarterdeck, main office area and Navy credit union.

Along with Queen, other Plant Engineering employees involved in the project were Jennings Speise, field engineer; Rich Kutchins, project engineer; and Jim O'Reilly, who handled the furnishing.

Now that Huntington Hall is complete, the Shipyard will lease the entire facility to the Navy and will handle only maintenance from here on out.

Do the men who have spent the past year and a half immersed in the project regret seeing it come to an end?

"No," Queen says. "Completion is just another milestone. But it's been a great project. I've enjoyed it."

Speise agrees. "It's been a good project to work on," he says. "We learned something new everyday."



Gathered before Huntington Hall's main entrance are, left to right, Jennings Speise, Master Chief Ed Blackburn, Jim O'Reilly, David Queen and Rich Kutchins



Huntington Hall: the finished product.

Congressman Bateman discusses U.S. shipbuilding

Freshman Congressman Herbert "Herb" H. Bateman, elected to the U.S. Congress in November 1982, has been very active during his first term in Congress.

As a member of the House Committee on Merchant Marine and Fisheries, Bateman has been an outspoken and effective advocate of a strong Navy and a revived commercial ship industry.

Shipyard Bulletin visited Congressman Bateman in January to obtain his views on Naval shipbuilding, the U.S. Merchant Marine and other subjects.

■ **Shipyard Bulletin:** Congressman Bateman, when the Reagan administration took office in 1981, it announced plans for a Naval buildup that would result in a 600-ship Navy. How far along are we toward achieving that goal?

Bateman: We're making substantial progress, but unfortunately we've let our fleet decline to such an extent that it's going to take a while to reach that goal.

In the 1970s we had approximately 1,000 ships in the fleet. Before the 600-ship Navy program began, we were down to 468 vessels.

We now have around 516 ships with another 110 under contract. That adds up to more than 600. But there are a number of ships included that are old and will have to be retired.

There's much left to be done before we reach a 600-ship Navy. I am very, very supportive of the program and am glad we're making progress on it.

■ **Bulletin:** What new Naval vessels does your think Congress will approve over the next year?

Bateman: The President's budget — with the defense budget included — has just been submitted to Congress. It suggests significant increases in defense spending — even over last year.

In intra-Defense Department competition, the Navy seems to have come out pretty well in recommended funding levels. The budget includes four 688-class submarines I think we need very badly.

It's going to be a real struggle to get through Congress the defense budget with the increases that the administration has recommended.

Quite frankly, I don't think there's any likelihood that we're going to get the kind of increases that the President has requested. It's going to be a real fight to keep those four submarines in the budget.

I will certainly do all that I can to see that they're included, authorized and funded.

■ **Bulletin:** Do you think Congress will approve a new class of destroyers and an advanced attack submarine?

Bateman: The Soviet Union has five different classes of submarines and is turning them out in much larger numbers than we are.

We, on the other hand, haven't designed a new class of submarine in a number of years. The time has come when this has got to be addressed.

The research and development of a new class of nuclear-powered submarines is requested in the defense budget. I certainly support this effort.

In Naval ship construction programs, I think we've got to continue the *Aegis*-class cruiser program because it's critical to the defense of our coast task forces.

We can't build additional carriers unless we



First District Congressman Herb Bateman in his Washington, D.C., office.

augment the capability of the carrier task force to defend itself.

And I think we're going to have to go forward with the new *Arleigh Burke*-class destroyers (DDG51), because they are also critical to the proper defense of our carrier task forces.

It's my hope that as we move forward into these programs that you will see contracts for some of those vessels at Newport News Shipbuilding.

■ **Bulletin:** What about additional aircraft carriers?

Bateman: I don't think we're likely to get contracts for additional aircraft carriers until we're substantially further along in construction of the three now under contract.

I am convinced that there is a need for additional nuclear-powered carriers, but they're a very large ticket item and I think the defense budget has to absorb those under contract before it's realistic for the Navy to be able to request and get Congressional approval for additional carriers.

The time is not ripe for seeking new carrier contracts, though I do think that time will come.

■ **Bulletin:** In light of the recent announcement that the U.S. has dropped to 11th place in size of its merchant marine, how do you view the condition of the U.S.-flag merchant marine?

Bateman: With some alarm, disgust and bewilderment as to why there is not a wider, broader understanding of the national security implications of a strong American-flag merchant marine and a shipbuilding capability that is protected as part of the country's defense mobilization base.

A strong U.S.-flag merchant marine is a vital part of our national defense capability.

Every study that has ever been done on it shows that we must have a shipbuilding mobilization base that is adequate to meet our Naval and merchant marine requirements in time of conflict.

What we have presently does not meet that need. It should be a priority on the part of the United States to address this problem effectively.

Unfortunately the administration and Congress have not done so, and I am not optimistic that they

are going to do so in a short time frame.

The Naval ship construction program has done very beneficial things for the American shipbuilding industry. Without it, there would be no American domestic shipbuilding industry.

No Naval ship construction is not adequate to maintain the mobilization base that is necessary to our national security. It needs to be augmented by a program to upgrade our aged and declining American-flag merchant marine.

I just wish I could be more optimistic that the American people and the people in Congress who reflect their concerns are ready to do something about meeting that need.

But, unfortunately, those of us who know and follow merchant marine and maritime concerns are not characteristic of the general body of thinking within the Congress.

We also have problems with the administration, which I generally support very strongly. But I do not support the administration's position with reference to our critical need for American domestic commercial construction of merchant vessels and the significance of an American-flag merchant marine.

I would hope that we can do more to get their attention and perhaps persuade them. I'll certainly keep trying. But at this time, I am not at all content with the administration's maritime policy.

■ **Bulletin:** Can we rely on foreign-flag vessels to make up for the decline in the U.S. merchant marine?

Bateman: In my view, we cannot. We can under routine circumstances. But if our national security were at stake, there is a great risk that foreign-flag vessels would not be available to us.

During the Yom Kippur War, some 300 vessels that normally carried American cargo were embargoed from carrying any cargo to Israel or to that area of the Eastern Mediterranean.

That could happen in any potential area of conflict or turmoil. Ship owners may choose not to permit their ships to be at risk or the governments whose flags the vessels are flying might say, "No, you can't go there."

If that happened, it wouldn't be in our control to prevent it. That has very negative implications to our national security.

■ **Bulletin:** What is the Boggs Shipbuilding and Shipping Revitalization Act (H.R. 1242) and what are the chances that it will be passed by Congress?

Bateman: The Boggs Act contemplates building America's participation in carriage of American bulk cargo from a beginning threshold of five percent to at least 20 percent over a period of 15 years.

It is a very modest objective for the United States to carry at least 20 percent of its own trade.

Although the U.S. generates a fifth of the world's trade, we're now carrying less than four percent of the trade in American-flag vessels. And in certain categories of cargo, we're carrying even less than one percent.

The Boggs bill seeks to address that disparity, and I'm very, very supportive of it. The problem politically is that there is a fairness issue with the Boggs bill as it relates to bulk cargo producers.

The producers are concerned that the bill would significantly increase the cost of shipping their commodities in American ships, and it is a legitimate concern.

We need to find a way by which the Boggs bill can distribute any additional transportation costs among all the American people rather than disproportionately upon the producers of commodities such as coal or grain.

In his version of the Boggs bill on the Senate side, Sen. Paul Trible drafted modifications that included a 10 percent tax credit that would offset, at least in part, the difference in cost to the American shipper.

I applaud that approach. And I have in draft form a separate bill that I am contemplating introducing early in this session of Congress that would provide tax credits for all shippers impacted by existing cargo preference laws as well as whatever cargo preference provisions that are included in the Boggs bill when and if it passes.

It is a matter of fairness and political reality. It would be extremely difficult to get the Boggs bill enacted unless we can address the fairness issue. The tax credit is the best way that I can think of to spread that cost among all the American people.

We've got to find a way to avoid pricing our commodities out of the world market if we're

going to retain cargo to be carried and then prefer American ships when it is carried.

The Boggs bill, it should be pointed out, includes both a reduction of the operating costs of American-flag vessels as well as a reduction in the cost of building the ships in American shipyards.

The American maritime unions are to be commended for the sense of cooperation that they have shown in reducing operating costs.

They have made concessions on sizes of crews for the operation of vessels that will have significant impact on the cost of operation should the Boggs bill be enacted. We have got to have those kinds of sacrifices to hold down costs.

We need a comprehensive national merchant marine policy.

The shipbuilding industry is committed to making significant reductions in the cost of building new modern bulk-cargo carriers. And these projected savings in ship construction are realistic if the shipbuilding industry in America is assured of some continuity of construction.

These things are significant to the workability of the Boggs bill and are an inherent part of it. The U.S. government has got to do more than it has been to revitalize American shipbuilding capability and to preserve a merchant marine that is dying on the vine.

The American-flag merchant marine is so sick that we can virtually foresee its extinction. That, to me, is unthinkable. I hope that we are going to be able to arouse in the American people an understanding of that.

■ **Bulletin:** Please comment on the Maritime Administration's support of the "build foreign" proposal (H.R. 3156) to allow commercial vessels to be bought abroad and then reflagged as American ships — further hurting commercial shipbuilding in this country?

Bateman: This proposal flies in the teeth of a sound national policy to encourage and protect the American shipbuilding mobilization base and American-flag merchant marine vessels.

We certainly aren't going to protect or preserve our existing limited shipbuilding capabilities if the U.S. government is going to encourage, or make possible, the acquisition of ships from foreign shipyards to American companies.

We need to continue the Jones Act as a protective device for American shipbuilding capability.

The Jones Act has been on the books for many years and requires that vessels engaged in American coastal trade must be American-flag vessels and must be built in American shipyards.

Our Jones Act carriers are getting old and antiquated to a point where they cannot be stretched out much longer and still remain safe and reliable for their crews and cargo. These vessels are going to have to be updated.

The time is going to come when an all-out assault will be mounted against the Jones Act. When the struggle comes, I hope we can preserve the Jones Act. Without it, the future of the American shipbuilding industry will be incredibly bleak.

If the Jones Act can be preserved and if the government will undertake measures that recognize the significance of our shipbuilding mobilization base and American-flag merchant marine, I can see developments down the road that will be beneficial to American shipbuilding.

We need a comprehensive national merchant marine policy designed not just to enhance the survivability of shipping lines and operations, but that also accommodate our shipbuilding capabilities.

The administration has done a number of things that has made it easier for ship operators. The operators need that, but their needs must be fitted into the total equation of an overall, comprehensive American maritime policy. And you can't have that unless you also meet the needs of the American shipbuilding industry.

All of this is a heck of a lot easier to say than it is to consummate.

■ **Bulletin:** You were elected to the U.S. Congress after having served 14 years in the Virginia Senate. Now that you've been in Washington for more than a year, how do you like it here?

Bateman: I find that it's an interesting job and a challenging job. Certainly one that keeps you very fully occupied. Never a day ends without there being something else that you feel like you needed to have done that day.

I have been and remain excited about the job and the role that a member of Congress has to play. It certainly offers an infinite variety of things to be looked at, followed and acted upon.

The job involves monitoring the issues and subject matters of most concern to my particular district, while at the same time staying abreast of and making sound decisions on the larger issues that are of general national significance.

I find the rules of the House of Representatives to be extremely complex and difficult to work with. About the time you master the complexities, all of a sudden someone decides to waive the rules. I find that extremely frustrating.

My experience as a legislator in Richmond was in many respects much more satisfying because the rules were more straightforward. They gave you an opportunity to have much more impact as a legislator.

The thing that makes being in Washington seem worthwhile to me is that, notwithstanding the objections to the procedures, you do have an opportunity from time to time to help shape public policy and make the decisions that are important to your country and to your district.



Congressman Bateman greets Shipyard employees at the 37th Street Gate on Feb. 3.

Photo by John H. Brown

Cutchins touched the lives of many during career

When Marion Cutchins walked into the Apprentice School auditorium on Jan. 27, he received a jolt.

The auditorium was filled with Pipe Department apprentices, standing to give their instructor and friend a rousing ovation.

"It took me a while to get hold of myself," says Cutchins, who retired Jan. 31 after more than 44 years at the Shipyard. "It makes you feel good to know that many people care about you."

In his years as an apprentice instructor, Apprentice School athletic director and finally lead apprentice instructor in the Pipe Department, Cutchins touched the lives of hundreds of Shipyard employees.

"When I first came to NNS in 1962, Mr. Cutchins advised me to enroll in the Apprentice School," says P.D. "Pipe Department" Saunders. "He saw something in me that I couldn't see myself."

Saunders did attend the Apprentice School, and when Cutchins retired, it was Saunders who assumed his job.

"Mr. Cutchins was always helping other people," Saunders continues. "He was like the 'father' of the Pipe Department."

Cutchins found a great deal of satisfaction in that role.

"It made it all worthwhile to see apprentices come in and develop," says Cutchins. "I never had any desire to do anything else."

Sometimes Cutchins would see apprentices develop to the point where they held positions above him. J.L. "Bull" Durham is one of



Pipe Department apprentices and employees cheer Marion Cutchins (center, in sport coat).

those apprentices.

"When I played basketball in the Apprentice School," says Durham, "Mr. Cutchins was my coach."

Durham is now superintendent of the Pipe Department, and although

Cutchins was employed by the Apprentice School, Durham worked very closely with him.

"Mr. Cutchins set up our Apprentice program," says Durham. "And I think it's the best

program on the waterfront. He was very, very valuable to the Pipe Department."

"We need more people like Mr. Cutchins," continues Durham. "We really do."

The couple that studies together, graduates together

Together! Shipyard employees Joann and Brian Burroughs know the meaning of that word even better than old Webster. Not only do they sleep together, eat together, work and play together, they also graduated from the Shipyard's Apprentice School together, becoming the first married couple to do so.

In addition to their dual diplomas, they both received Gold Athletic Awards at the Jan. 20 ceremonies —

he for playing on and she for managing the Apprentice baseball team.

Graduation was a goal that Brian, Welding Supervisor on *Theodore Roosevelt*, and Joann, a mold loftman in Building 600, had been working towards for the past four years.

Brian started his apprenticeship work a quarter before his wife. At that time they were dating, and Joann was attending Christopher

Newport College, as well as working part time at the Daily Press library.

With her love for animals, particularly horses, she had visions of becoming a veterinarian. But when she saw that dream was not materializing, she welded her career goal with Brian's, signing up for the apprenticeship program as well.

All during the Apprentice School, Brian and Joann, who were born in the same hospital and delivered by the same doctor and even attended the same high school, never had a single A School class together. They did, however, work together briefly in one of the shops.

Throughout the program there was nothing but cooperation when it came time for homework, with each helping the other over the hurdles. Joann says she especially benefited. "I would have never passed physics without Brian's help. He had to beat it into my head some days."

That loving cooperation, though, turned into healthy competition when it came time for the hands-on part of the program.

"That competition," says Brian, "made us a little more conscientious and kept us on top of everything. We really couldn't be jealous of each

other."

Joann had been in the program less than a year when they decided to really band together and exchange wedding rings.

Unlike the rest of their relationship, their engagement was anything but harmonious. Two weeks before their wedding, Brian wrecked his car. It was nothing serious; he wasn't hurt. They could be thankful for that, but then he did hurt himself — just one week and one day before their wedding — in an accident that cost him a finger. Hospitalized for a week, he was released just 24 hours before the wedding.

It was the Burroughs' love for one another and their willingness to work together that got them through this tumultuous period. That same feeling of cooperation is what makes their busy marriage run so smoothly.

"The housework is split right down the middle," says Brian, sitting in the living room of their new, two-story, contemporary home. "But there is some disagreement over how well I dust and vacuum."

"He's slowly improving," Joann says, with a twinkle in her eye. "You know, it's hard to tell a supervisor what to do."



'Bee' and Joann Burroughs are the first married couple to graduate together from the Apprentice School.

A's coach can always count on his two 'old men'

When the going gets tough, Apprentice School Coach Horace Underwood can count on Rod Terry and Steve Camm to keep things under control.

Terry, a six-foot guard, and Camm, a 6-2 forward, are the two seniors on the 1983-84 basketball team.

"They're our team leaders," says Underwood, who's wrapping up his

fourth year as the A's head coach.

"They're the ones the younger players look to in tough situations," Terry leads the team with a 17-point scoring average and 88 percent free throw shooting percentage. He also leads the team with four assists per game.

Camm, meanwhile, averages 7.9 points and 5.2 rebounds.

"Rod Terry is a leader by action

rather than by word," Underwood says. "His presence on the basketball floor gives the other players confidence."

"And Steve Camm keeps everyone loose with his sense of humor," he adds.

In a recent game, Terry watched as a freshman teammate threw the ball away on a fast break. The freshman, obviously upset with

himself over the blunder, shook his head in disgust.

Terry ran over, put his arm around him and said something to him. Then they both smiled.

"I told him to forget it," Terry says with a smile. "Everyone makes bad passes now and then. Even me."

On the next trip down the floor, the freshman made a beautiful pass to an open teammate to set up a crucial basket.

Camm had a few words for another freshman teammate who fumbled the ball out of bounds after pulling down a rebound.

"I told him I'm not going to be here forever to help with the rebounds so he'd better get with it," Camm says.

"I talk to these guys like I would to my brothers," he adds. "We're one big happy family, and Rod and I are the big brothers."

If there's ever been an unselfish basketball player, it has to be Terry. He passes up many shots to work the ball to the open man.

There's more to basketball than scoring," Terry says. "If a guy can put the ball in the hole — and that's all he can do — he may hurt the team in the long run."

"I get as big a thrill from an assist or steal as I do from a basket," he adds.

Scoring isn't that important to Camm, either. Rebounding is.

"When I was a freshman, I thought how am I ever going to rebound with these big dudes?" Camm says.

"Now I like the challenge of trying to rebound with guys 6-6 or 6-7. Sometimes they take me lightly because of my size, but it doesn't take them long to find out I can jump right up there with them."

"If I'm rebounding well, I'll get my points, too."

Both players say playing basketball at the Apprentice School has helped them on and off the court.

"I have more confidence in myself," Terry says.

"Me too," Camm adds.

And so the rest of the A's.

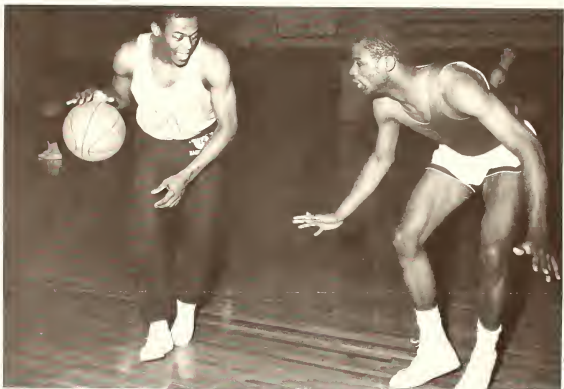
Strikers win

The "Midnight Strikers" struck third place in the Hampton Women's Bowling Tournament in January.

The Strikers are four third-shift employees: Lisa Arthur and Ruth Fox of the Computer Center Department and Mary Edwards and Wanda Cox of the Computer Users Services Department.

The women spent Thursday mornings competing in the Pinchasers bowling league at Century Lane in Buckroe where they hold second place.

In addition to their third-place team win in the city tournament, the Strikers also placed high in the singles and doubles competitions. They hope to enter a state tournament later in the season.



Rod Terry attempts to drive around teammate Steve Camm during practice.

Sailors aboard 'Darby' enjoy new gym

It may not be the Hampton Coliseum, but *Nimitz* crew members on the former troopship *General W.O. Darby* think their new basketball floor and weight room are just what they needed.

The new facility — the first of its kind on a U.S. Naval berthing vessel — opened in January. It's located in the aft end between the innerbottom and the fourth deck in an area formerly used to store supplies.

"It's great," says Airman Tony Shimizu, one of 1,700 *Nimitz* crew members living on the *Darby*. "I come here, lift weights, take a sauna bath and return to the berthing area without ever leaving the ship."

The gym represents a joint effort between the Navy and the Shipyard.

Cmdr. Joe Findley and Lt. Cmdr. Ted Kleiser of the *Nimitz* came up with the idea, and Shipyard Cost Engineers Bruce Edwards and Bob Fowler conducted the feasibility study.

Ship Repair Supervisor Jim Duty and his crew started on the job in October and completed it before the 1983 holiday shutdown.

"I play basketball here every day during the noon hour, and there's always a good crowd," says Chief Edwin Cunningham, who lives on the *Nimitz*. "We didn't have anywhere to play basketball before they put in this gym. For exercise, we'd get together and run around the streets of Newport News."

"The area used to look like a dungeon," says Chief Phil Heins, "but now it's an excellent gym. It's a tremendous morale booster."



Nimitz crew members work out in new gym.

The carrier's slogan, "Teamwork: A Tradition," appears in the center circle of the half-court basketball floor.

The 609-foot vessel arrived at the yard in May to serve as "a floating hotel" for the crew of the *Nimitz*. It will be at the yard throughout the overhaul of the aircraft carrier.

RETIREMENTS



FOX



CRUMP



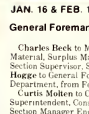
DEAVERS



GERINGER



JONES



JOYNER



KELLER



KUMMER



MILBY



MOORING



REAVIS



SEAY

JANUARY 1984

45 years or more

Clyde L. Fox, Fitters.

40 years or more

L. Felix Bledsoe, Research & Development; Robert P. Crump, Riggers; Leonard B. Deavers, Welders; Hugh E. Geringer, Steel Fabrication; Joe H. Jones, Sheet Metal; Rufus F. Joyner, Piping Design.

Johnnie A. Keller, Transportation; Harry E. Kummer, Sheet Metal; Clarence C. Milby, Fitters; Julius Mooring, Painters; James F. Reavis, Transportation; Everett M. Seay Jr., Machinery Installation; Thomas A. Squires, Machinery Installation; Harold E. Smith, Toolroom.

35 years or more

Warren H. Hall, Toolroom; Riley M. Little, Piping Design.

IN REMEMBRANCE

William J. Baldwin, Welding Engineering; Johnnie Barnes, Sheet Metal; William A. Bourne Jr., Machinery Installation; John W. Cameron, Sheet Metal; Clayton P. Campbell, Fitters; Irbis Crawley, Riggers; Albert N. Dail, Mold Mold; Thomas L. Dunston, Material Support/Inventory Control; Rene C. Ellis, Piece Work Standards;

Millis A. Eare, Sheet Metal; William T. Freeman, Toolroom; Edward L. Gillespie, Electricians; John H. Green, Shipfitters; Raymond S. Hudgins, Material Support; Curtis L. Hutcherson, Sheet Metal; R. C. Hyatt, Sheet Metal.

John P. Jackson, Welders; Lyman P. Jarett, Machinery Installation; Gregory L. Miner III, Electric; Valdoe P. Phillips,

Eggers; George H. Pittman, Riggers; Grady M. Rohnd, Sheet Metal; Carroll A. Rutter, Production Control.

Walter G. Satchell, Steel Fabrication; Jacob Schaffer, Machinery Installation; Andrew C. Spruill, Drillers-Riggers; George W. Thompson Jr., Pipe; Larry O. Wicker Jr., Machinery Installation.

PROMOTIONS

JAN. 16 & FEB. 1

General Foreman level and above

Charles Beck to Manager Surplus Material, Surplus Manager, David Huggs to General Foreman, Pipe Department, from Foreman.

Curtis Molten to Construction Superintendent, Construction Project, from Section Manager Engineering, Asheville; William Rawles II to Construction Supervisor II, Construction Project, from Foreman, Sheet Metal.

Paul Saunders Jr. to Lead Instructor, Apprentice School, from Apprentice Craft Instructor; Charles Wiggins to General Foreman, Pipe Department, from Foreman; Charles Wingfield Jr. to Supervisor Finance, Financial Reporting, from Senior Accountant.

LONG SERVICE

JANUARY 1984

45 years

Charles G. Giddings Jr., Piping Design; R. S. Holland, Plant Engineering; Walker T. Lewis Jr., Pattern Shop; Randolph Picott, Transportation.

35 years

Aaron B. Elmore, Pipe.

30 years

Burch Alford, Cleaning Services; Lawrence Dockery, Surplus Material Sales; R. George Hubbard, Contract Administration; Claude D. Reynolds, Cost Engineers; Earhart D. Reynoldson, Cleaning Services; Forest Sanders, Fitters.

25 years

Richard Bains, Rad/Cen; Thomas L. Bizzard, Riggers; Cecil V. Bullock, Fitters; Howard W. Ellis, Pipe; Frederick A. Freeman Jr., Cost Engineers; Fred D. Galloway, Welders; Wesley F. Garris, Quality Inspection; Billy T. Harris, Pipe; Yulis M. Joe, Fitters.

Joseph Jones Jr., Riggers; Orville R. Ledford Jr., Design Material/Support; John C. Matthews, Radiological Control; Elissa P. Pernell, Machinery Design; Howard L. Robbins Jr., Pattern Shop; Henry M. Rueger, Nuclear New Design.

Joseph A. Sealey, Woodworking Mock-Up; Emory L. Smith, Maintenance & Utilities; John W. Young Jr., Management Cafeteria

NAACP celebration

Artist and stateswoman Pearl Bailey was one of three honored guests to receive the Roy Wilkins Humanitarian Award at the NAACP's 75th anniversary celebration held Jan. 8 in New York.

Other recipients were Charles T. Williams, vice president of Schenley Affiliated Brands, and Arthur Hausburg, chairman of Con Edison of New York Inc.

NNS President and Chief Executive Officer Edward J. Campbell attended the banquet along with 9 other Shipyard representatives.

Joining Campbell at the banquet were W.T. O'Neill, executive vice president; Y.B. Williams Jr., vice president, Community Affairs;

Alonso Bell, cost estimator, Cost Engineering; Myrtle Brown, small and minority business administrator, Purchasing.

Henry Flood, director, Labor Relations-Design; Carolyn Mann, accounting clerk, Accounts Payable; William Grady, construction superintendent, Submarines; Charlie Mason, superintendent, Transportation; and Benny Steele, superintendent, Insulation.

Black History banquet

The Black History Awareness Society will hold its fourth annual banquet in honor of Black History Month (February) on Sunday, Feb. 26 at 4 p.m. at the McGraw-Hill Conference Center Assembly Room at Hampton Institute.

The society is made up largely of Shipyard employees.

Tickets are on sale for \$10 and may be reserved by calling Alonzo

Bell, 380-2997 or 874-3082; Tony Cosby, 380-3484; C.B. Mann, 723-9107; or Al Scott, 380-4864.

Circus discounts

Ringling Bros. and Barnum and Bailey Circus. "The Greatest Show on Earth," will be celebrating the 100th anniversary of Ringling Bros. when it returns to Tidewater late this month.

Discounts of \$2.50 on \$7 and \$8 tickets are available to NNS employees with coupons available at all three Credit Union locations.

GED alumni unite

Peninsula GED (General Education Development) graduates are now forming an alumni association.

GED graduates interested in joining the group should contact Ed Brayboy at 599-8844.

Night School to begin

The spring quarter of the Shipyard's Night School will begin April 2.

A list of courses and applications are available from your department's training section, your supervisor or the Management Development Center on the second floor of Building 500.

The Night School offers trade-related courses, engineering/technical courses, general courses for all trades and departments, apprentice application credit courses, General Education Development (GED) and second-shift courses.

The classes are held in either the Apprentice School building or another Shipyard training facility.

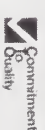
Employees interested in taking courses during the spring quarter should apply by March 16.

Shipyard Bulletin

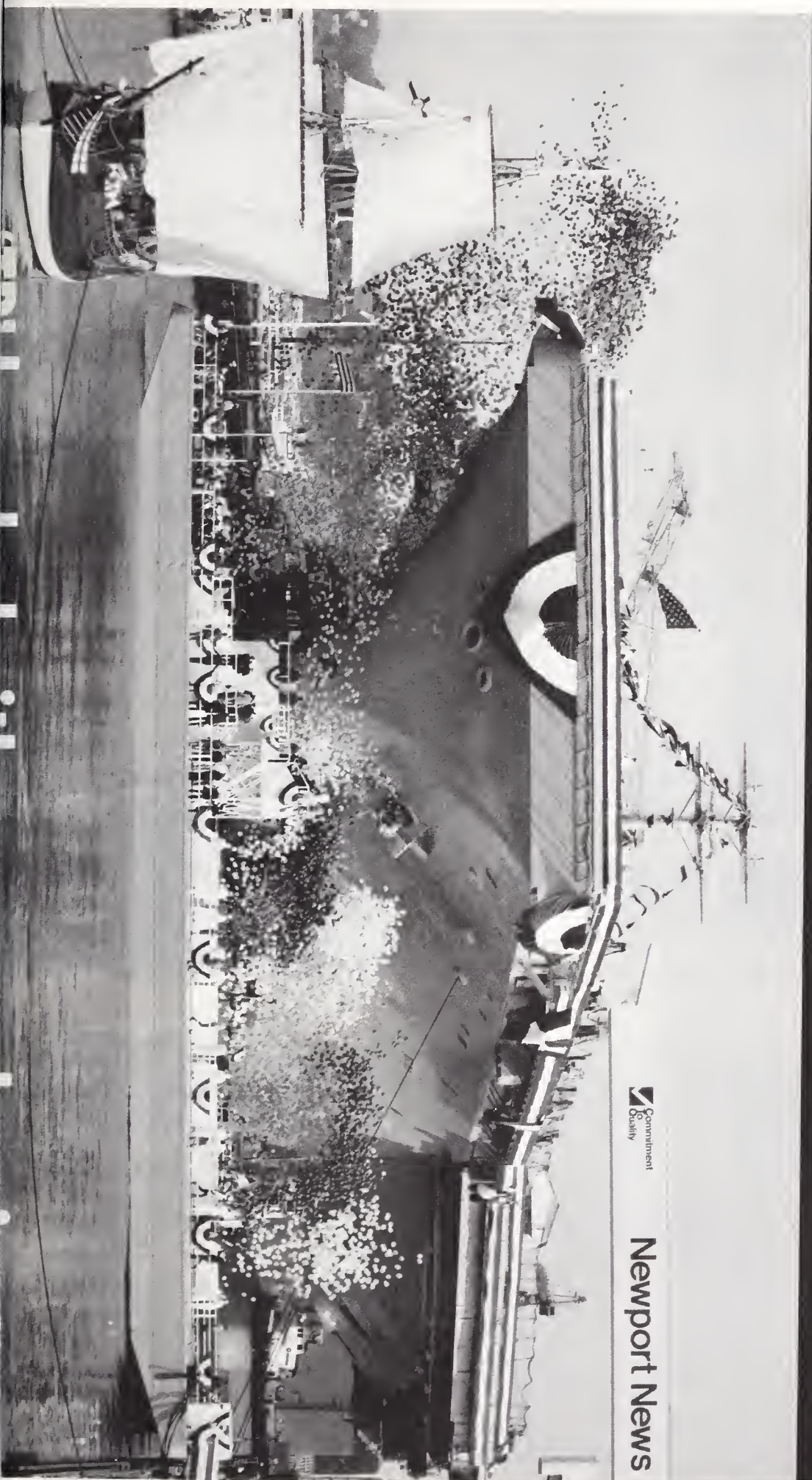
**Newport News
Shipbuilding**
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NOVEMBER 1984



Newport News



Shipyard Bulletin

Newport News
Shipbuilding
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NOVEMBER 1984



In a brilliant display of pageantry, Newport News Shipbuilding launched its fourth *Nimitz*-class aircraft carrier, *Theodore Roosevelt*, Oct. 27. It was an event that would rival the best of Fourth of July celebrations.

Jugglers and "Uncle Sam" greeted the crowd of almost 15,000 who came to see the majestic 1,092-foot carrier, donned in red, white and blue bunting, launched from the shipway.

The U.S. Navy Atlantic Fleet Band and the Shipyard's newly formed chorus and band ensemble serenaded the crowd with traditional flag-waving music.

Godspeed, a replica of the ship that brought the first permanent English settlers to Jamestown in 1607, proudly floated at the head of the shipway as a reminder of the nation's heritage.

There were balloons, 65,000 of them, to polka dot the crystal blue October sky with red, white,

blue, yellow and silver.

And there were sirens blaring and cannons firing to herald the carrier's launch.

It was a show of shows, to say the least, as *Theodore Roosevelt's* Sponsor Barbara Lehman gave the ceremonial bottle of champagne a hearty swing to christen the ship.

But the accolades didn't end with the words of the launch ceremony's guest speakers and the bottle break. While tug boats prepared to guide the carrier out of the shipway, the Shipyard raised a 40-by-70-foot American flag on the shipway's south side.

And to cap off the pageantry, four F-14 Navy jets swept over the carrier and the crowd, flying off only to turn around and thrill the still-cheering fans a second time.

NNS President and Chief Executive Officer Edward J. Campbell said it was a day for NNS

shipbuilders to be proud.

"Our belief in a defense second to none is neither temporary nor self-serving. It is a commitment we have renewed each and every day over the past century," Campbell said.

Principal Speaker and Secretary of Defense Caspar W. Weinberger called the carrier "the evidence of great human effort."

Carrier Construction Production Control Supervisor Dillard Crockett agreed, saying that human factors — experience, common sense and communication — were the keys to the carrier's construction.

"The know-how at Newport News is astounding. If you just watch and listen to the shipbuilders, you know beyond a doubt that we're the best in the world, and this ship is proof of it," Crockett said.

'Lincoln' keel laying sets Shipyard record

Just one week after the mammoth launch celebration for *Theodore Roosevelt*, a small group of NNS employees and their families and friends gathered Nov. 3 for the keel authentication of *Abraham Lincoln* (CVN72).

With the keel laying, the carrier sets its own NNS shipbuilding record. At 840 tons, it's the largest keel unit laid by the Shipyard.

As a blustery November wind whipped the flags of the 50 states decorating the keel, Executive Vice President William T. O'Neill and Vice President, Construction John E. Graham reminded the crowd of the role NNS shipbuilders

play in our nation's defense.

"We shipbuilders understand the necessity of eternal vigilance. And we will not fail the Navy's trust in us to fulfill the mission given us in the defense of this nation," said O'Neill, who presided at the ceremony.

"The secret to any ship's construction is and always will be your individual contribution. You have awesome talent, good old American ingenuity, flexibility and dedication to producing a quality product — a product to defend our country and our lives," Graham said.

"You have a great opportunity to show the

nation and the world that you can set new standards of productivity," said Commodore Malcolm MacKinnon III, supervisor of Shipbuilding, Conversion, Repair, USN.

Launch Master Tom Paris, who will retire at the end of the year, authenticated the keel unit with the help of Rigger Bill Morgan.

Anne Mitchell, Executive Secretary to NNS President and Chief Executive Officer Edward J. Campbell, was matron of honor.

Lincoln is scheduled for launch in 1987 and delivery in 1989.

BENEFITS

Medical plan makes the difference

A few years ago, Bill Wilson figured he had it made.

Retired from a career with the federal government, he switched gears and took his drafting experience to Newport News Shipbuilding. He moved his family from the suburbs of Washington, D.C., to the quiet countryside of Gloucester.

Wilson, a designer in Carrier Overhaul, had a home and a wife and was pleased that his four sons were healthy and working their way to independence.

But two years ago his youngest son, Stewart, was stricken with a form of muscular dystrophy, a crippling disease that deteriorates muscles.

Stewart, now 17 and a senior at Gloucester High School, has undergone three operations at Richmond Children's Hospital in the past two years. Now out of casts from the surgery on his feet and legs, Stewart can walk.

But he has no guarantee that this last operation will be the answer to his health problems. And he knows that his doctors have done about as much as they can for his condition.

The operations, frequent trips to Richmond for doctors visits and the continued therapy that has become a part of Stewart's life, don't come cheap.

Wilson, a quiet sensitive man, doesn't know what he would have done if he hadn't had the financial security of the Shipyard's health benefits.

"There's no way the average person can afford this kind of thing. I'd be up the creek," Wilson says.

"It's hard for me to put my appreciation into words sometimes.

"I don't know exactly how a company can afford to bestow these benefits on me and all their employees," he says. "They're giving these benefits to me gratis. Money is money, and I know the company isn't in business just to be good Samaritans. But you cannot take it for granted. I know I can't."

"If somebody does something for you, I believe that you should give them something back. I'm not in this company for the benefits. I'm here to do a good job for them," Wilson says.

"I know that if I hadn't been here, the things that have happened to us over the past two years would have wiped us out overnight. Our house, our cars, our everyday living expenses—all of that would be gone. You do what you have to do for your kids," he says, slowly searching for the



Bill Wilson, left, and his wife, Marjorie, have learned to cope with Stewart's muscular dystrophy.

right words.

"If it wasn't for the Shipyard, I wouldn't be sitting here."

Wilson is also grateful for the patience and understanding of the people in the Health Claims Department. "They've been most helpful to me and very patient with all the paperwork," he says.

"I wish so many times that there was something I could do to pay everybody back. And the answer,

I guess, is to do a good job. That's what I try to do," Wilson says.

"The peace of mind that I feel is priceless—it means everything to me. And I feel like I want to satisfy my employer, even if my part is small in the whole scheme of things here. I want to do my part to earn my benefits," he says.

"All I know is that between the good Lord and the Shipyard, we've got Stewart taken care of."

LETTERS

It was just a thought

Time is priceless
Take time to think
Think out your plan
Plan on your action
Act on your thought

Maria Baker, 688 Planning
Yard/Fleet Support

The Shipyard Bulletin prints letters that are appropriate and of interest to NNS employees and retirees.

The editors reserve the right to edit letters. Each letter must be signed and include your address and telephone number. Your name will be printed with your letter.

Send letters to the Editor, Shipyard Bulletin, Public Relations Dept., NNS, 1101 Washington Ave., Newport News, VA 23607.

Technical Illustrator Ruby Gardner didn't think her poster had a chance to win the Commitment to Quality poster contest. It was too simple.

But the judges liked that simplicity enough to award her first prize—a \$1,000 U.S. Savings Bond.



The judges liked how Ruby put a large white checkmark, the trademark of the Commitment to Quality program, over a background made up of the names of many different Shipyard departments.

"It was people oriented, and it conveyed the quality message clearly," explained the judges.

Ruby says she strove to come up with a design that showed that it takes a lot of different people doing



Ruby Gardner with her winning entry.

quality work to make a quality product.

The words on her poster, "Thanks many for a quality product," were the result of brainstorming sessions with her 14-year-old daughter, Christina.

The Commitment to Quality program received more than 90 posters in its first contest. All the winners received prizes of savings bonds at an awards luncheon held Oct. 26.

The other winners were Marion Conway of Painters, second place; Chris Kines of Submarine Overhaul, third place; Dwayne White of Material Support, Dannie McCain of the Pipe Department and Michael Calcegni of the Machine Shop, all fourth mention.

At the luncheon, Julian Cox, vice president, Technical, explained that the purpose of the contest was to encourage employees to think about quality. "Before we do 'quality,' he said, 'we've got to 'think' quality.'"

All posters entered in the contest were displayed at Shipway 12 during the launch of *Theodore Roosevelt* on Oct. 27. They will also be reproduced and displayed at various locations throughout the yard.

Simplicity wins judges' vote

Trials prove 'Godspeed' is well-found

With her builders' trials behind her, *Godspeed* is now on her way to commissioning.

"She feels good, performs beautifully, and, in true shipbuilders' terms, she's well-found," says Duncan Stewart, manager of Steel Fabrication and one of the many Shipyard volunteers who have helped build the historic ship.

Godspeed is a representation of one of the two 17th century ships that brought the first permanent English settlers to Jamestown in May 1607.

The primary purpose of the builders' trials, which were held in late October, was to test for stability and performance, Stewart says. The vessel fared extremely well.

"She looked like something out of the past. It was probably the best day I'll ever have in my life," Stewart says.

"She was extremely sea kindly," he says.

Godspeed's commissioning ceremony is scheduled for 2 p.m., Sunday, Nov. 18 at the Post Office Wharf in Yorktown.

This ship is actually a composite design of the 17th century ships, says Stewart, who helped develop the design, lofting and sail plans for the ship.

No records of the original ship exist, Stewart says. But careful research of 17th century merchant ships and records of the Jamestown settlement have given builders an idea of what she looked like.

Though outwardly a 17th century ship, *Godspeed* is actually a blend of 17th and 20th century technology.

"The ship generally follows the same galleying characteristics of 17th century ships, but the thing we've attempted to do is to change the underwater design for a better hull configura-

tion," Stewart says.

"We know much more about structural analysis and strains on the hull now," says *Godspeed* Captain George Salley, deputy manager of the Engineering/Manufacturing Systems Project at NASA.

As this ship retraces the original ship's five-month voyage from England to Jamestown early next year, she'll carry state-of-the-art navigation equipment.

"We wouldn't want somebody relying on the same equipment Christopher Newport had to rely on 300 years ago," Stewart says.

"They would have had a quadrant and compasses, but without clocks they couldn't tell longitude," says Salley, who's also an avid blue water sailor.

Salley and his crew will have the latest satellite navigation equipment and an experimental satellite transponder, says Salley, who's excited that the historic voyage will make a humanitarian contribution as well.

The transponder is part of a joint search and rescue satellite program with the United States, France and Russia called SARFAT. The program's goal is to develop an international way to provide rapid identification and location of ships and other vessels that are in trouble.

Three extra centuries of shipbuilding knowledge will also mean that this *Godspeed* should have a longer lasting hull, Salley says. Antifouling advances should keep *Godspeed*'s hull from succumbing to the elements.

Salley and his crew are set to begin dock-side drills right away to get the crew shipshape for the crossing.



Godspeed's design incorporates modern technology

Insignia indicative of carrier construction



Photo by Stu Gilman

With the 'TR' insignia above, NNS President and Chief Executive Officer Edward J. Campbell addresses launch audience.

If you saw any part of the *Therodors Roosevelt* launch, you probably noticed the 5-foot high "TR" insignia on the carrier's bow.

Those letters were decorative, but they were also indicative of one of the processes that have gone into making many of the parts of the carrier.

The process of taking the "TR" insignia from a sheet of paper and reproducing it in aluminum is called digitizing and nesting, and it's done everyday in the Mold Loft Department.

But it's usually done with parts of the ship, not swirling letters.

When the "TR" insignia landed in the hands of Bob Drury, general foreman of the Mold Loft, it was on a photocopied piece of paper and was about 3 inches tall. For the launch, it had to be at least 5 feet high and cut out of a sheet of aluminum.

Normally, the Mold Loft generates specially drawn components of a ship on a particular type of paper. The components they usually digitize and nest range from tiny parts of a bulkhead to large parts of a deck.

John Lentz of Digitizing and Nesting, however, had the job of turning that photocopy into a geometric or numeric configuration, which would in turn become a crisp, flowing insignia.

First he placed the photocopy on a

digitizing or plotting table — a large lighted drafter's-type desk.

With a hand-held cursor that looks like a pocket calculator with a round window cut in the top, Lentz "traced" each part of the insignia, measuring the angles and curves of the letters to 1/100th of an inch with the machine.

All of those measurements were stored in a computer that puts those figures on cards, which are then converted to a magnetic tape.

The tape tells another machine to cut the insignia out of a piece of metal — steel in the case of ships and aluminum for the insignia.

SHIPYARD BULLETIN

Shipyard Bulletin is published monthly by the Employee Communications Section of the Public Relations Division of Newport News Shipbuilding. Please send address changes, additions to the mailing list and article ideas to the editor at the address listed below.

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'Olympia' construction draws to a close



'Olympia' made a clean sweep of her sea trials.

Construction Superintendent Milt Miller beams like a proud papa when he talks about *Olympia's* recent performance on sea trials.

"We had very successful alpha and bravo trials. We accomplished all of our objectives in record time," Miller says. "And we finished our charlie trial in good shape."

"Of course, the attitude of this crew has been great from day one," Miller says.

The attitude of the people working on *Olympia* is hard to miss. They have proudly called themselves the "O" team, and they brag about the camaraderie they've shared with fellow team members. "This is a very close-knit group of people," Miller says.

After the alpha trials, the ship's crew tied the traditional broom to the ship's sail for the "clean sweep" it made on the first run.

Ships' crews usually relinquish the broom after the hoopla of the first trial is over, but the broom seems to have disappeared. Miller has a hunch that this crew is too attached to the ship to give up any part of her glory.

"I have a feeling we aren't going to see that broom again," Miller says, grinning.

"I attribute the successful sea trials to the craftsmen who built the ship and the excellent support and participation of the commanding officer, Capt. William Hughes, and the crew."

"The life of one of these subs starts out with raw materials. They're all made the same; they all look alike—the only difference is the people who work them. This one's got esprit de corps," Miller says.

"When you're working on a sub and you see it go to sea, it kind of swells you with pride."

"We really have had some super trials, and that really is proof of the work that we've done," Miller says. Miller has worked on *Olympia* for almost three and a half years now, and when you work on a boat that long, you really get attached, he says.

"It's sort of like raising a kid," Miller says. "I've enjoyed every minute of it. When you deliver a ship, all the hard times disappear."

Just when she wasn't trying, she wins a truck

When Beatrice Barton made a \$1 contribution to the Hampton Roads Chapter of the Virginia Credit Union League last spring, she wasn't really trying to win the pickup truck they were giving away.

"I just thought I'd help out a good cause. Plus, I do all my business with the NNS Employees' Credit Union," says Barton, a senior clerk in Reproduction.

"In fact, I bought the ticket so

long ago that I'd forgotten about it," she says.

But the 24-year Shipyard veteran and member of the credit union won't forget the October night she got a call telling her that she had won the 1984 Ford pickup truck.

The 31 credit unions in the Hampton Roads Chapter of the Virginia Credit Union League, including the

NNS Employees' Credit Union, widely promoted their fund raising campaign from last February until October.

With each \$1 donation to the scholarship fund, contributors received a chance to win the bright red pickup.

After expenses, which included the cost of the truck, the local credit

unions made \$17,000 for their scholarship fund, says Betty Sandefur, personnel manager of the NNS Employees' Credit Union and project chairman of the Garland Keeling Memorial Scholarship Fund.

Each year the chapter provides three \$1,000 college scholarships for local high school graduates, Sandefur says.

'USS Asheville' crew honored

NNS and Asheville Industries Inc., the Shipyard's subsidiary in Asheville, N.C., recently honored the crew of *USS Asheville* (PG21), a gunboat sunk by the Japanese in 1942. A crew of 160 perished in the attack.

Asheville Plant Manager Mike Keenan worked with the City of Asheville and other community leaders to bring former crew members and families of crew members who died in the attack to Asheville for three days of commemorative ceremonies.

NNS Vice President Y.B. Williams Jr. represented the Shipyard at the ceremonies. A bronze plaque commemorating *Asheville* and its crew was presented to the city by Keenan. Cast in the Shipyard, the plaque now hangs in Asheville City Hall.

For close to a century, thousands of dedicated employees, their families and friends have participated in the legend called NEWPORT NEWS SHIPBUILDING. It is that legend we are chronicling for our CENTENNIAL CELEBRATION in 1986.

You may have souvenirs, memorabilia or other interesting historical items that would be invaluable to us. We already have copies of the Shipyard Bulletin, Masthead, Newport News Stories, News and Views, and launch programs.

Please search your attic, rummage through the closet and garage. Then write or call us about your piece of legend.

Centennial Staff/Community Affairs
Newport News Shipbuilding
4101 Washington Avenue,
Newport News, Va. 23607, 360-7630

**We're building
a legend.
You may have
a piece of it.**



Bike racing keeps this granddad young

"I ride my bike a lot. I lift weights, jump rope. I drink Gatorade and eat carrots, cauliflower and fruit. I try not to eat junk food."

That's BMX bike racer Clayton Denney describing the eating and exercising habits he follows before each race.

At 38, the Shipyard press operator, who designs and makes dyes for the Sheet Metal Shop, is the number one BMX bike racer in Virginia in his age group, and he's as fit and trim as the youngsters he practices with. Blond, mustachioed, with those Robert Redford kind of good looks, this granddad looks like a kid himself.

In fact, last summer at the Gosnell Hope Park race track it was difficult to pick him out of the crowd of teenagers he was racing against. At the starting gate, with helmets on, Clayton and seven teens balanced on bikes, waiting for the word, "Go."

"Riders ready? Let's go!" yelled the track official.

Like a pack of greyhounds, the bikers pedaled for all they were worth, picking up speed as they barreled down the paved starting hill and flashed around a dirt bend.

A biker went down. No. 11 collided with him. Bikes flew. Dust flew. As it settled, both riders brushed themselves off, picked up their bikes and took off their helmets. No. 11 was Denney.

Was he hurt?

No. He got up without a scratch.

"The odds of getting hurt are slim to none," Denney explains. "We might have had two or three broken bones all year. If you go into a turn relaxed and wide open, you'll be OK. If you back off and tense up, then



On the race course, it's hard to distinguish Clayton Denney, No. 11, from his younger competitors.

that's when you get hurt.

"This sport is very exciting," he continues. "When you go to a national (race) you just can't explain the feeling there. You know this is it. You're wide open. I don't really get butterflies, but I can feel myself getting pumped up."

What makes a good bike racer?

"The desire to win," says Denney, who learned the finer points of racing from his son, Carl, an apprentice in the Pipe Department.

"If you don't have that desire to

win they can put you on the fastest bike there is, and you will not do anything with it. We have little kids, who don't have anything but a little Huff or a Sears & Roebuck bicycle, and they blow away guys with \$400 and \$500 bicycles because they have that desire to win.

"You've got to be persistent, too. Any rider can go out there and pull seconds and thirds and never hit a first. But sooner or later he's going

to come into this prime, and he's going to start pulling those firsts."

Denney has been pulling firsts for the past five years at the state level and has placed high at the nationals as well—7th place this year at the Grand Nationals and first place this past July at a Pittsburgh national.

"In Virginia there are only three or four of us in the 35-and-over category who go to the nationals."

Musicians proudly perform

Last June when Community Affairs Program Administrator Phyllis Stephenson asked employees to form a band and chorus for the Shipyard Centennial in 1986, she secretly hoped they'd be ready to perform for the *Theodore Roosevelt* launch Oct. 27.

And sure enough, they worked hard and put together an impressive performance.

The 30-member chorus and a special ensemble from the 20-member band proudly performed a special arrangement of "Battle Hymn of the Republic" and "America the Beautiful" as the Shipyard raised a 40-foot by 70-foot American flag at the launch.

"The whole purpose was to start now so we'd be ready for the centennial," says Stephenson, who's coordinator of the Shipyard Centennial.

Jack Koman, a local music teacher and a former band director, led the band and chorus members through long practices to prepare

for the launch.

Koman arranged the music to fit the talent and experience of the people in the two groups.

"The response has been good, but we still need talented people who love to sing and play," Stephenson says.

Both the chorus and band practice on Thursdays at Warwick High School. The chorus meets at 5:30 p.m. in the choral room, and the band meets at 7:30 p.m. in the band room.

Plans are for the band and the chorus to perform for Shipyard and community functions now and during 1986. Stephenson hopes they will become a tradition.

"My goal is that the band and chorus will become so firmly established that no one will be able to imagine a Shipyard event without them," Stephenson says. "They provide excitement, and they sound great."

For more information, call Bunny Hodges at 380-3552.



Chorus and band members worked overtime to prepare for the carrier launch.

A's prove you've got to run to win

Forget the scoreboard, football fans. Just check the rushing statistics.

The Apprentice School is proving the old football adage that your running game opens up your whole offense. Passing alone just doesn't cut it.

In the first four games of the season, the team averaged 240 yards a game passing. Not bad. But a 43 yard per game running attack added up to four quick defeats.

The next four games were different. In blowing away Fairfield, Bridgewater, Rutgers-Newark and Manhattan College,

Coach Norm Sneed's infantry outrushed the opposition more than 3 to 1.

Running at a 190 yard per game clip helped even the A's record at 4-4.

Freshman Eugene Johnson ran for 156 yards against Fairfield and

Thurm Gibson and Darryl Talliaferro combined for more than 100 against Bridgewater.

Johnson had 130 yards worth of runnin' fun against Rutgers-Newark, and Gibson roamed for 106 against Manhattan.

And the running helped the

passing game stay healthy as senior quarterback John Stefanowicz threw for almost 180 yards per game in the four wins.

The tables turned in game nine as the A's were hit with a 364-yard rushing blitz by St. Paul, and dropped to 4-5.



No. 10 Scott Woodie! captures a perfect pass in the numbers

Golf champions

The Welding Engineering Department team, led by captain Jerry Wheeler, has won the 1984 Shipyard Golf League championship.

Fourteen teams competed in the league this season which ran from May until September.

Members of the winning team are: Arthur Manley, Robert Smith, George Askew, Bobby Day, Lawrence Weaver, Chester Morris, Chuck Reynolds, Paul Taylor, Joe Neikirk, Rayford Butler and Sammy Carter.



Sophomore Luke Carpenter, No. 2, picks up yards as the Builders tackle Bridgewater College

Tennis ladder results are in

The 1984 Shipyard Tennis Ladder results are in, and over 100 people participated in the competition which lasted from April until September.

Coke Henderson of Carrier Overhaul was "A" Ladder champion. Runner-up was Danny Peters of Transportation.

Brooks Tyno of Production Control was named Most Active Player. He played 30 matches.

"B" Ladder champion was Bill Blankenship of the Machine Shop. Hector Cruz Lopez of Material Support and Inventory Control was runner-up. Bill Glichtly of Carrier Construction, who played 71 matches, was voted most active player.

"C" Ladder champion was Steve Morris of Nondestructive Testing, and Don Pittard of Cost Engineering was runner-up. The most active

player was Dick Barger of Carrier Overhaul with 37 matches.

Jeff Thomas of Industrial Engineering was "D" Ladder champion and Harry Snyder of Material Support and Inventory Control was runner-up. Harry Snyder was the ladder's most active player with 33 matches.

Edwards wins award

W. Penn Edwards, supervisor of Hourly Employment, has been named the recipient of the Norfolk Shrine Club's Melvin T. Borsingham Nobility Award.

The award is presented annually to the member of Kheive Temple who contributes most to the success of the Shrine's Oyster Bowl game.

Edwards was recognized for his efforts in circulating signature cards that were used in this year's Oct. 6 game in which Virginia Tech beat VMI 54-7.

The Oyster Bowl game is sponsored each year by the Norfolk Shrine Temple for the benefit of the Shrine's hospitals for crippled and burned children.



Shriners Welton G. Barnes, left, and Al Liverman, right, present nobility award to W. Penn Edwards

December bloodmobile scheduled

The next Shipyard Bloodmobile will be held Thursday, Dec. 13, from 8 a.m. to 2 p.m. at the Newport News Armory.

Salaried and off-yard employees should forward pledge cards to Sherr Miller, Community Affairs, in Building 520, by Monday, Dec. 10.

Hourly employees west of Washington Avenue who wish to

donate should contact their foreman by the same date.

Employees who work in Buildings 600 and 800 can give blood Dec. 10 at the Red Cross Chapter House. Employees should forward pledge cards by Dec. 7 to Ralph Gare, E11, in Building 600 or Tom Bennett, E41C, in Building 800.

ASNT student night

The Hampton Roads section of the American Society for Nondestructive Testing (ASNT) is sponsoring its fifth annual student night on Nov. 20, says Jeff Church of Non-destructive Testing and vice chairman and program chairman of Hampton Roads ASNT.

Five to six students from each of the 12 area high schools will be invited to attend this year's meeting, which will be held at the Shipyard.

The meeting will feature demonstrations of state-of-the-art nondestructive testing equipment. Dr. John Duke, a Virginia Polytechnic Institute professor, will speak on careers in the field.



Submarine overcoat

The warm, dry days of an Indian Summer provided nearly perfect weather conditions for the Painters Department as they blasted and painted "Will Rogers" in less than a week.

Navy sponsors ship seal contest

The Navy is sponsoring a contest to find a seal for *Theodore Roosevelt* and will give \$100 for the winning entry. The contest is open to the public.

The ship's seal will be used as letterhead on correspondence and on the ship's souvenirs.

Submissions should be made on an 8½- by 10½-inch piece of paper

with the seal being no greater than 6 inches at its widest point. Submissions should be in color and should reflect in some way Theodore Roosevelt the person and the carrier itself.

The designer's name, address and phone number should be on the back of each entry. You may submit more than one entry. The deadline is Nov. 30.

Entries should be mailed to: PCO Theodore Roosevelt, (CVN71), Supervisor of Shipbuilding, Conversion and Repair, USN, Newport News, VA 23607, to the attention of Ensign P.E. Liles. They may also be delivered to 3311 West Ave. in Newport News.

For more information, call Liles at 380-4507.

Scholarships open in marine field

The Society of Naval Architects and Marine Engineers is providing graduate scholarships for advanced study in the field of naval architecture, marine engineering and ocean engineering, although not necessarily limited to these subjects.

The scholarships usually cover the cost of tuition and are now available for the academic year beginning in the fall of 1985.

At least one scholarship will be awarded on the basis of recent employment of at least five years in the marine field.

For application information, interested employees should contact Training and Development Director Jim Wallace at Building 14 or call 380-2723.



HERB LANESE

Book sale set

The Friends of the Library, in conjunction with the Newport News Public Library, will hold their semi-annual book sale at the West

Avenue Branch of the Newport News Public Library from noon to 5 p.m. Nov. 29, and from 10 a.m. to 5 p.m. Nov. 30 and Dec. 1.

Hardback books, many in good condition, will be sold at prices ranging from 10 cents to 50 cents. Records, magazines and paperbacks will also be available at similar prices.

Lanese on board

NNS Vice President of Finance Herbert J. Lanese has been elected to the board of trustees at the Mariners' Museum.

Lanese, who has a bachelor's degree in mathematics and business from Bowling Green State University, came to the Shipyard in June 1981 as vice president, Finance.

Band places second

An air band contest. Although it sounds like something out of the comic strip "Funky Winkerbean," it's semi-serious business for five Shipyard employees.

DROP DOG BOLT, an air band made up of Bob Templeton, Buck Rogers, Rob Oraz, Richard Yourish and Ralph Robinson of Carrier Construction took second place honors in F.M. 99 radio and Tracks Records and Tapes 1984 Air Band Contest Oct. 26.

For their performance of AC/DC's hit "Shoot for Thrills," the band won Rush concert tickets and T-shirts.

Judging was based on each group's performance, audience reaction and resemblance to the band imitated.

In 1981 and 1982, DROP DOG BOLT finished second place in the contest. The competition was not held last year.

Undaunted

Though out of water for a few days, repairs only briefly sidelined tugboat "Dauntless" recently.

Health claims due

Hourly employees must submit health claims charges — prescriptions, doctors' bills, emergency room charges and any other medical related expense — made during 1983 to the Health Claims Department walk-in office at Building 625 (on 39th Street) before the Christmas shutdown on Dec. 21, 1984.

Salaried employees must submit health claims charges within one year of the date of medical service.

For questions about health claims charges under the hourly or salaried plans, call the Health Claims Department at 380-7886.



Photo by G. C. Johnson

Photo by G. C. Johnson

RETIREMENTS



LANIER PATTERSON SHEARIN STAINBACK WILLIAMS

OCTOBER 1984

45 years or more

Newitt J. Pepper Jr., General Engineering

40 years or more

Murray S. Lanier, Machine Shop, Uvlev Patterson, Machinery Installation, Rudolph K. Shearin, Pipe, Irvin J. Stainback, Mold Loft, James M. Williams, Pipe

35 years or more

Virginia D. Branch, Purchasing, Robert L. Paison Jr., Production Engineering, Paul W. Lee, Toolroom

30 years or more

Leonard E. Holloman Jr., Painters, Elton M. Hudgins, Sheet Metal, Howard T.

Jones, Sheet Metal, Willie Parker, Transportation, T. Waybright Jr., Welders, Paul F. Willis, Maintenance and Utilities

25 years or more

Emile L. Flowers, Records Management, Jessie J. Fowler, Sheet Metal, Cooper Smart, Structural Inspection

20 years or more

Dalla L. Crandell, Machinery Installation

Less than 20 years

Thomas H. Boyle, Submarine Overhaul/Non-Nuclear, Ruth B. Harless, Corporate Relations, Robert A. Jacobs, Apprentice School, John C. McCarthy, Construction Administration, Rayner C. Perry, Rugger

IN REMEMBRANCE

Anthony Albano Jr., Sheet Metal, Ernest A. Allen, Riggers, Raleigh W. Bailey, Electrical, Byron H. Bowden, Welders, Allen Branch, Cleaning Services, Paul A. Chappell, Welders, William A. Dew, Heavy Machine Shop

Basil M. Elder, Plant Protection, Michael R. Foster, Welders, Columbus Green, Maintenance Supervisor/Inventory Control, George W. Gresham, Foundry, Winston L. Guy, Riggers, Miles H. King, Joiners, Thomas H. Leffelt Sr., Welders, John W. Longest, Machinery Installation

William D. McDaniel, Shipfitters, Samuel J. McGee, Welders, Allen S. Mitchell, Electricians, William E. Powell, Hull and Machinery Toolrooms, Jesse J. Richardson, Shipfitters, John C. Schaefer, Foundry, Joseph W. Shell, Sheet Metal, William L. Shelton, Transportation and Scrap Yard, George E. Vandever, Pipe, Ottawa Way A. Warren, Maintenance and Utilities, Clinton White Jr., Electrical, Edward L. White, Welders, William H. Whitley, Hull Outfitting



An ounce of prevention

Sharon Worthington (left), Phillis Crews and other Computer Operations employees recently put their fire fighting skills to the test as Inspector Dennis Stech and Inspector Ken Meeks of the Shipyard Fire Department taught them how to use fire extinguishers at the North Yard helpout

PROMOTIONS

OCTOBER 16 & NOVEMBER 1
General Foreman level and above

Howard Anby to Training Administrator, Production and Maintenance Training; Harold Beddingfield to Construction Planning Manager, Construction Planning (Surface); Dominick Bevaqua to Supervisor Production Planning and Control, Construction Planning (Submarine); Gerald Blasko to Supervisor Industrial Engineering Standard; Industrial Engineering William Costwick to Supervisor Production Planning and Control, Construction, Production Control (Submarines);

Daniel Brookman to Training Administrator, Production and Maintenance Training; Richard Bryant to Section Superintendent, Fitters; Richard Core to Engineering Planning Supervisor, 408 Submarine Construction (Non-Nuclear); George Davis Jr. to General Foreman, Machine Shop; Terry Edwards to Supervisor Production Planning and Control, Construction Production Control (Submarines);

Upon Harvey to Supervisor Production Planning and Control, Construction Production Control (Manufacturing); Thomas Hawkes to Superintendent Area Construction, NNI-Ohio; John Hudgins to Overhaul Supervisor II, Overhaul Project; James Inman to Engineer Manager, 688 Class Design Agent (Non-Propulsion); Dean Johnson to Design Supervisor, 688 Class Design Agent (Non-Propulsion)

Daniel Klemenic to Training Administrator, Production and Maintenance Training; Alvin Lankford to General Foreman, Cleaning Services; Horace Lewis Jr. to General Foreman, Machinery Installation; Larry Mauldin to Construction Supervisor II, Construction Project; David Moody to General Foreman, Machine Shop;

John Moody to Construction Supervisor II, Construction Project; Daniel Mur to Ship Superintendent, Machine Shop; Ronald Oliver to General Foreman, Fitters; Shimer Pinckney Jr. to Construction Supervisor II, Construction Project; David Pogorelec to Supervisor Production Planning and Control, Construction Planning (Manufacturing); Robert Rouston to General Foreman, Pipe;

Charles Rutter III to Overhaul Superintendent, Overhaul Project; James Sample to Engineering Manager, Integrated Logistics Support; Joseph Savolter to Design Supervisor, 688 Class Design Agent (Non-Propulsion); Marion Tilman to Supervisor Production Planning and Control, Construction Production Control (Manufacturing);

Herbert Turner, Overhaul Superintendent, Overhaul Project; Harold Wertz, Construction Planning Manager, Construction Planning (Submarines); Joseph Wilburn Jr. to Construction Supervisor II, Construction Project; William Wilkins to Supervisor Industrial Engineering Standard Industrial Engineering; Paul Willis Jr. to Construction Supervisor II, Construction Project

LONG SERVICE

OCTOBER 1984

45 years

Stephen P. Stafford, Carnes Construction, Thomas, Pipe Non-Nuclear, Ernest R. Monroe, Yates, Fitters

30 years

Patrick H. Turner, Electrical, Samuel Whittaker, Cleaning Services

25 years

Francis S. Adams, Construction Project, George Bains Jr., Submarine Overhaul, Nuclear, Billy L. Belcher, Machinery Installation, Wilbur C. Cecil, Electrical, Fitter Charles, Machinery Installation, Howard C. Elledge, Pipe, Donald D. Furr, Machine Shop, Richard D. Hall, Construction Planning Surface Ship, James D. Hart, Quality Inspection, Cecil H. Haywood, Construction Project, David W. Head, Overhaul Material Control



STAFFORD



THOMAS



YATES

George E. Hicks, Overhaul Production Control

James W. Horsley, Insulation, Robert E. Lilley, Maintenance and Utilities, Ralph G. Livingston, Electrical; Louis D. Lynch, Welders; George C. Powell, Nondestructive Testing; Davis C. Price, Pipe, Barton H. Savage, Quality Inspection

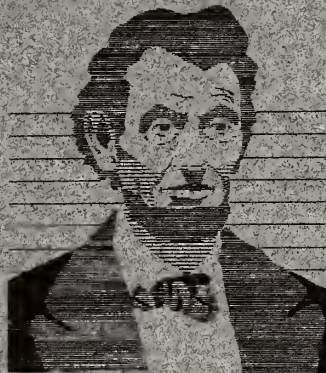
Gerald D. Setty, Nondestructive Testing, Allen L. Sutton, Overhaul Production Control-Submarines; Larry J. Thomas, Pipe; James E. Whisker, Electrical, Herbert V. Wutka, Electrical

SHARE-A-RIDE

Were you one of the unlucky people who had your car towed away from your parking spot recently? Are you tired of fighting for a place to park? Are you sick of the bumper-to-bumper traffic every morning and afternoon? There's a better way to travel to and from the Shipyard—pooling.

To contact people in your neighborhood interested in car or van pooling, call PENTRAN's Easyride program at 808-RIDE, Norfolk's TRT at 627-9291, or have your name listed in *Shipyard Bulletin* by dropping by the Public Relations Office in Building 520 or calling 380-2341.

From	Shift	Name	Number	Wanted
Norfolk (Ocean View)	4-12	Charles McIntosh	480-5650	Ride
Virginia Beach (Green Run)	7-4	Paul Hanes	427-1828	Ride
Carrollton	7:30-4:30	Jesse Gray	238-2266	Ride



AUTHENTICATION
OF THE KEEL LAYING OF
ABRAHAM LINCOLN CVN 72
NOVEMBER 3, 1984

Newport News Shipbuilding

A Tenneco Company

Newport News, Virginia 23607



Abraham Lincoln



Abraham Lincoln (CVN72) is our fifth *Nimitz*-class aircraft carrier, and is scheduled to be launched in 1987 and delivered in 1989. She is also the first U.S. Navy ship to be named after the country's 16th president.

Today's keel laying ceremony marks a milestone in Newport News ship construction. *Lincoln's* keel unit, consisting of six assemblies and weighing approximately 800 tons, is the largest keel unit ever laid by the Shipyard.

Although the keel laying marks the beginning of the ship's construction in the shipway, we began work on *Lincoln* just after the ship's contract was signed on December 27, 1982. Our engineers developed the intricate specification sheets and drawings that are the ship's construction road map. Purchasing agents then began to order tons of steel and thousands of items that will go into our 25th aircraft carrier.

Throughout much of 1983, castings pinpointed for *Lincoln* were poured in our foundry and moved to various shops for machining and finishing.

Steel fabrication began on *Lincoln* in late 1983, and today more than 100 major subassemblies are here on the platen areas, ready to go into the shipway to become the carrier's hull.

Just a week ago we launched the aircraft carrier *Theodore Roosevelt* from this same dock, marking a record keel laying-to-launch construction time for a *Nimitz*-class carrier. The secret was modular construction, or the combining of large preoutfitted assemblies into "superlifts," like *Lincoln's* keel unit.

As the once popular song said, "We did it before, and we can do it again." Let's make *Lincoln's* construction time even more impressive than the record-setting job you did on *Theodore Roosevelt*.

Ed Campbell

Abraham Lincoln

Thomas H. Paris

Authenticator

In his 44 years at Newport News Shipbuilding, Thomas H. "Tom" Paris has been involved in the launching of over 200 ships. He has also been responsible for the preparation and execution of 18 launches.

Mr. Paris entered the Shipwright Department when he joined the Shipyard in 1940, and was superintendent of that department for three years. In 1975 he was named to his current position of launch master.

His favorite ship was the superliner *United States*, where he laid down the first piece of keel at the start of construction and set the lights on the stacks just before her completion.

Mr. Paris and his wife, Vonceille, have four children and five grandchildren.

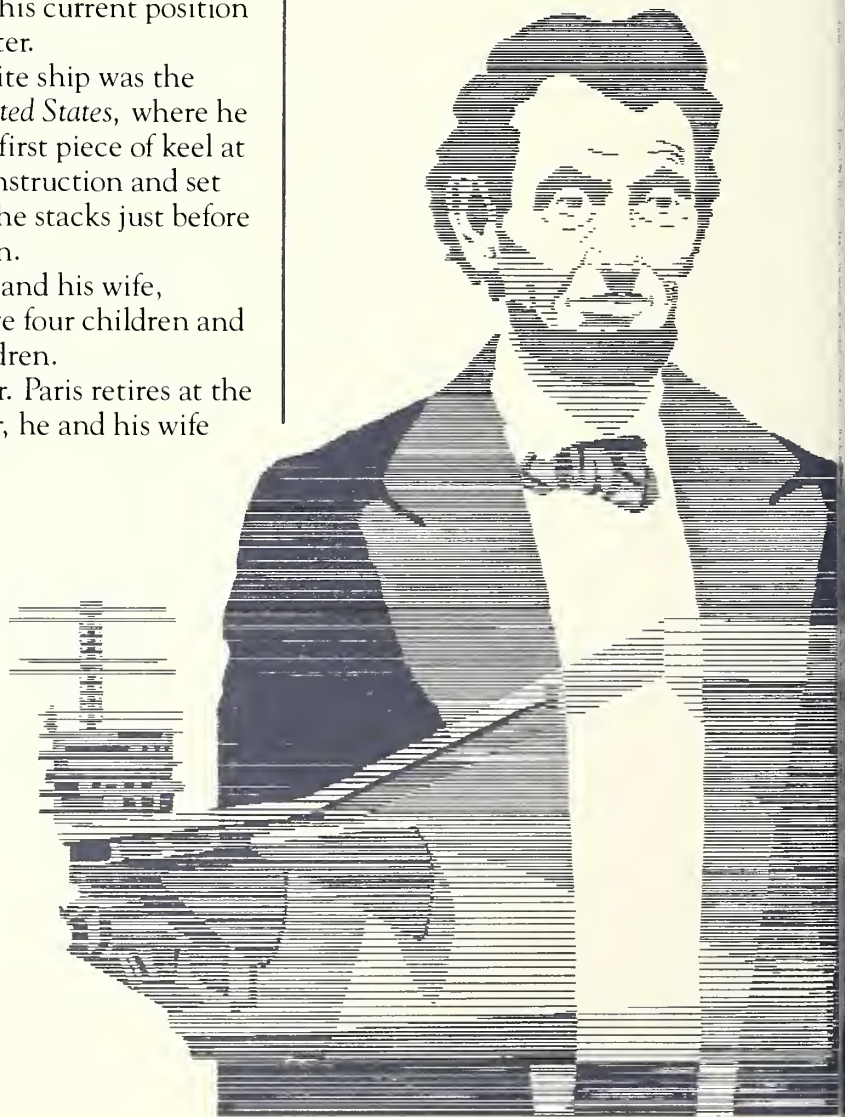
When Mr. Paris retires at the end of the year, he and his wife plan to travel.

Anne Burton Mitchell

Matron of Honor

Anne B. Mitchell has been executive secretary to Edward J. Campbell, president and chief executive officer of Newport News Shipbuilding, since he came here in January, 1979.

Now in her 33rd year at the Shipyard, Mrs. Mitchell began as a secretary to the production manager in the yard's Operations Division in 1952. She transferred from that division to become the



PROGRAM

secretary to former Shipyard President L.C. Ackerman in 1969.

Mrs. Mitchell is a native of Newport News, graduated from Newport News High School and attended Lynchburg College in Lynchburg, Va.

William E. Morgan

Assisting

For most of his 31 years at Newport News Shipbuilding, William E. "Bill" Morgan has helped build ships from the keel up.

A crane rigger in the North Yard, Mr. Morgan has assisted in the construction of ULCCs, LNGs, jumbo jobs and aircraft carriers since 1975. Prior to that he worked with cranes in the construction of submarines on Shipways 5 and 6, *Enterprise* in Shipway 11 and tankers and cargo ships on former Shipways 8 and 9.

Mr. Morgan and his wife, Ruth, have five children, two of whom are college graduates.

Welcome

William T. O'Neill
Executive Vice President
Newport News Shipbuilding

Invocation

Reverend L. Tyler Downing III
Associate Minister
Hiddenwood Presbyterian Church

Remarks

Commodore Malcolm MacKinnon III
Supervisor of Shipbuilding,
Conversion and Repair, USN

Remarks

John E. Graham
Vice President, Construction
Newport News Shipbuilding

Authentication of Keel Unit

Thomas H. Paris, Authenticator
Anne B. Mitchell, Matron of Honor
William E. Morgan, Assisting

Laying of the Keel

Verification of the Keel Laying

Mr. Paris

Closing Remarks

Mr. O'Neill



Thomas H. Paris
Authenticator

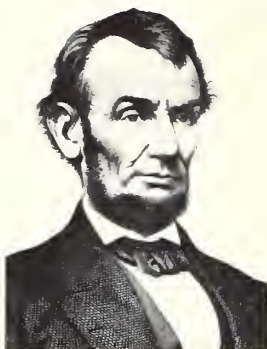


Anne Burton Mitchell
Matron of Honor



William E. Morgan
Assisting

Abraham Lincoln



The aircraft carrier *Abraham Lincoln* is named after an individual who displayed exceptional strength, courage and conviction. His qualities have shaped our country's history.

Born in a backwoods log cabin in Kentucky in 1809, our 16th president was a fast learner. Lincoln taught himself to read, and he was a close student of the family Bible.

As a mature six-foot-four-inch young man, he split logs for fence rails, plowed fields, cut corn, threshed wheat and worked as a store clerk. He developed the knack of telling stories and tall tales, the root of his public speaking ability.

When the family moved to New Salem, Illinois, in 1831, Lincoln volunteered for the service at the start of the Black Hawk War. He was elected a company captain, but saw no action.

He returned to New Salem in 1832, and bought a grocery store with a partner, who later died. When the store failed, Lincoln paid off all of his debts, earning him the nickname "Honest Abe."

In 1834 Lincoln ran for the Illinois legislature as a Whig, and introduced himself, "I am humble Abraham Lincoln." His excellence in debate, sharp wit and story telling helped him to serve four successive two-year terms. At the same time, he studied law, received his license to practice law in 1836 and entered a succession of partnerships in Springfield, Ill.

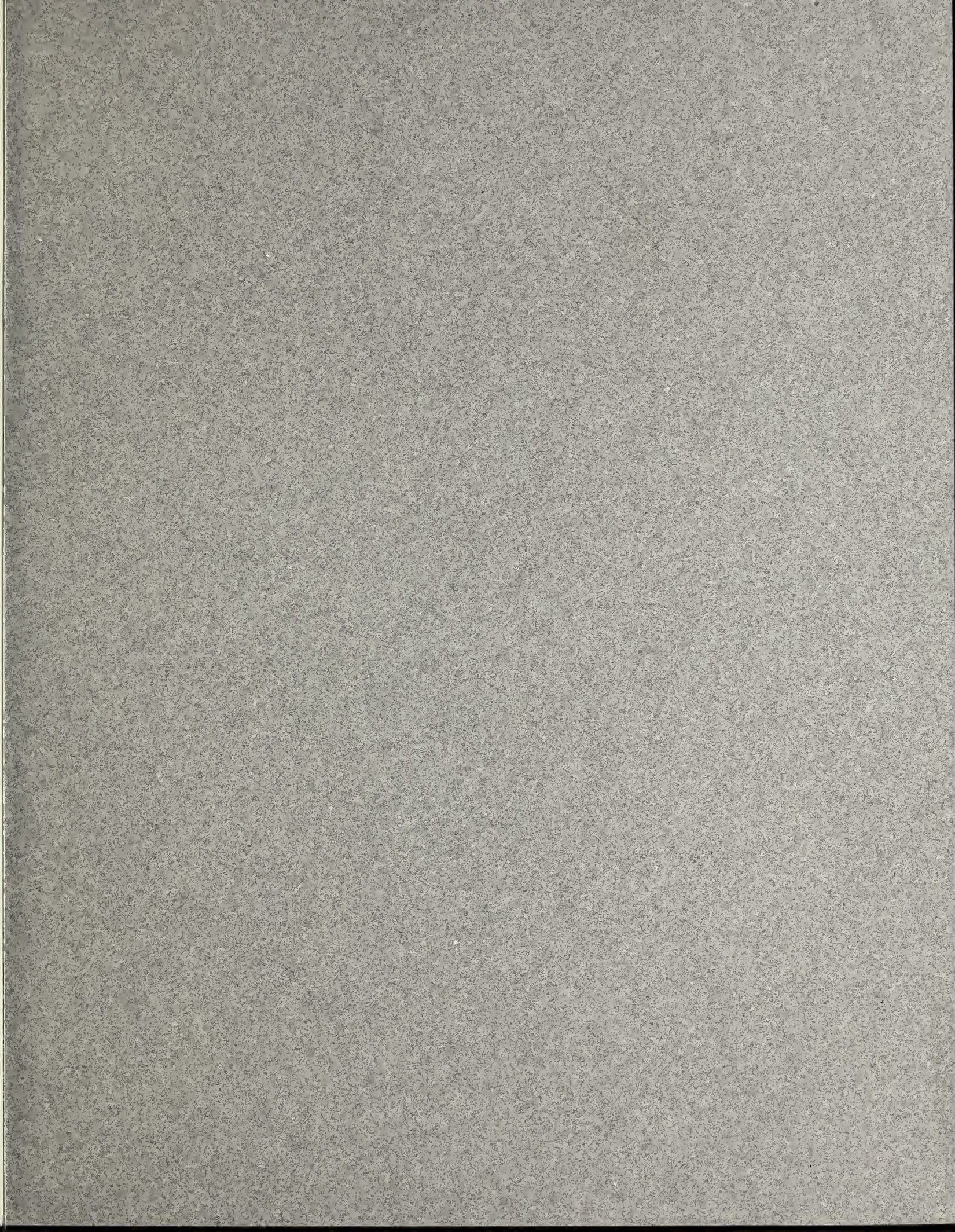
In 1847 Lincoln entered national politics and was elected to the U.S. House of Representatives.

However, he openly opposed President Polk's conduct of the Mexican War, a move that cost him popularity. Lincoln returned to Springfield at the end of his term in 1849, deciding not to run again because of his unpopular stand, and became one of the best known lawyers in Illinois in the 1850s.

When slavery became a national political issue in 1855, Lincoln spoke out against it. In 1858 he received the Senate nomination of the fledgling Republican Party and ran against Democrat Senator Stephen A. Douglas. Lincoln challenged Douglas to seven face-to-face debates. Although he lost the election, those famous debates propelled Lincoln into the national scene, resulting in his nomination for president in 1860. The secession of Southern states started even before his inauguration on March 4, 1861.

As the Civil War drew to an end, Lincoln's thoughts turned to the reunification of the nation. "With malice towards none; with charity for all" was the message of his inaugural address after he was re-elected president. He urged everyone, irrespective of cause, to "bind up the nation's wounds."

But Abraham Lincoln was denied the opportunity to lead the country in this great task. Five days after Appomattox, he was shot by an assassin while attending a play at Ford's Theater in Washington, D.C. He died on April 15, 1865.



MARCH 1987

Shipyard Bulletin

Newport News
Shipbuilding
Committed to Quality.



'Lincoln' is building on 'Roosevelt' success

Still feeling the satisfaction of their success on *Theodore Roosevelt* (CVN71) last fall, Waterfront and Engineering personnel are now eagerly applying their lessons learned to *Abraham Lincoln* (CVN72).

Roosevelt led the way for many innovations in carrier construction at the Shipyard, and now *Lincoln* is reaping the benefits of that experience.

"One superintendent expressed it best when he said that there's a special enthusiasm on *Lincoln* because people have one ship under their belt," says Outfitting and Deck Machinery Construction Manager W. B. "Miff" Miffleton. "And since the *TR* project went well, most people are raring to get back at it again."

"With *Lincoln*, we're building on *Roosevelt's* successes," says Structural Construction Manager Jim Morris.

Lincoln construction is benefitting from the wealth of lessons — big and small — learned from *Roosevelt*, explains Propulsion Construction Manager George Wade.

Careful notes and fresh memories from *TR* now serve as guidelines for *Lincoln* construction managers.

"We've gone from one ship straight to another, and there hasn't been time to forget those lessons or for them to become outdated," Wade says.

Likewise, there's been a flow of experienced workers going from one carrier to the next. Since there's been no delay between carrier projects, experienced workers don't have to be retrained.

Wade says that lessons learned on *Roosevelt* about construction sequencing are paying off on



udi Baldwin

Doing more work at earlier stages of the ship's construction schedule has also meant procuring materials earlier.

"Some materials were needed on *Lincoln* earlier than they've ever been needed on other carriers," Morris says. "Fortunately, our experience showed us those needs soon enough to get the materials early. That's helped us do a lot of work quite a bit earlier in the overall construction schedule."

On *TR*, the Shipyard learned which suppliers were the most reliable to provide quality material on time. And that has helped the company avoid problems with supplier delays and with unsatisfactory material.

Engineering Project Manager Mike Wynn sees Engineering personnel reaping the benefits of their experience on *Roosevelt* as well.

"Experienced personnel really make a difference. Our knowledge is continually building on the *TR* performance," Wynn says.

Engineering's experience with *Roosevelt* has also helped them anticipate and adapt to changes on *Lincoln*.

Although *Abraham Lincoln* and *Theodore Roosevelt* are of the same class, they aren't exactly made from the same mold. Change is a not-so-simple fact of life when each ship must be equipped with the latest technology.

Another fringe benefit of having one carrier under their belt is the working relationship that's been built between Engineering and Waterfront personnel.

In many cases, the same people who work

together on this project worked together on the



'Lincoln' is building on 'Roosevelt' success

Still feeling the satisfaction of their success on *Theodore Roosevelt* (CVN71) last fall, Waterfront and Engineering personnel are now eagerly applying their lessons learned to *Abraham Lincoln* (CVN72).

Roosevelt led the way for many innovations in carrier construction at the Shipyard, and now *Lincoln* is reaping the benefits of that experience.

"One superintendent expressed it best when he said that there's a special enthusiasm on *Lincoln* because people have one ship under their belt," says Outfitting and Deck Machinery Construction Manager W. B. "Miff" Mifflin. "And since the *TR* project went well, most people are raring to get back at it again."

"With *Lincoln*, we're building on *Roosevelt's* successes," says Structural Construction Manager Jim Morris.

Lincoln construction is benefitting from the wealth of lessons — big and small — learned from *Roosevelt*, explains Propulsion Construction Manager George Wade.

Careful notes and fresh memories from *TR* now serve as guidelines for *Lincoln* construction managers.

"We've gone from one ship straight to another, and there hasn't been time to forget those lessons or for them to become outdated," Wade says.

Likewise, there's been a flow of experienced workers going from one carrier to the next. Since there's been no delay between carrier projects, experienced workers don't have to be retrained.

Wade says that lessons learned on *Roosevelt* about construction sequences are paying off on *Lincoln*.

"We learned that you can build many more parts of the ship concurrently — you don't have to wait until one part is finished before we start the next," Wade says.

Construction methods, in general, are improving because of the yard's experience on *Roosevelt*, Morris adds.

"We established the carrier superlift concept on *TR*, and we now continue to refine the superlift



Superlifts, like this one of a *Lincoln* bow section, are bigger and more complete than on *Roosevelt*.

Photo by Jack Bodman

process," Morris says. The lifts today are bigger and more complete, with more outfitting work taking place before a superlift is added to the body of the ship.

Doing more work at earlier stages of the ship's construction schedule has also meant procuring materials earlier.

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Another fringe benefit of having one carrier under their belt is the working relationship that's been built between Engineering and Waterfront personnel.

In many cases, the same people who work together on this project worked together on the last carrier, and that makes for good communication, Wynn says.

Plus, there's the challenge to go one step further, to work more efficiently, to find ways to improve even the best of work, the construction managers agree.

"Building these carriers is basically a process of evolution," Wynn says. "We're taking the good jobs and doing them even better. The more we do, the more we see we can do."

Reduction avoided for six months

With careful planning and reassignments, the Shipyard should be able to avoid another general reduction in the workforce for at least six months, says Vice President, Human Resources William P. Fricks.

Since the layoff of 1,250 employees last November, new work contracts and normal attrition have helped the company maintain a reasonable balance between the employee roll and the company's workload, Fricks explains.

The company will not, however, be able to call back currently laid-off employees.

Fricks says the Shipyard hopes that normal attrition, combined with greater employee productivity and additional customer contracts, will help prevent further general roll reductions.

NNS announces plans to buy Sperry Marine Systems

Newport News Shipbuilding and Unisys Corporation signed a definitive agreement on Feb. 23 that will allow Newport News to buy Sperry Marine Systems for \$70 million. The purchase is expected to become effective late this month.

Sperry Marine Systems, with annual revenues of about \$100 million, operates research, engineering, manufacturing and test facilities in Charlottesville.

The company produces autopilot steering, radar, satellite navigation and communication, collision avoidance, gyrocompass, electronic warfare and vessel traffic systems for the military and commercial maritime markets. It also manufactures and overhauls submarine periscopes.

Many of Sperry Marine's products have been included in ships built or overhauled by the Shipyard.

"I believe Sperry Marine will be an excellent fit with the Shipyard's existing products," says Edward J. Campbell, NNS president and chief executive officer. "The acquisition will provide the opportunity for us to strengthen our systems integration capabilities, while also providing us

the opportunity to enter the marine electronics field as a new growth area.

"Sperry Marine has a fine reputation for producing quality products, and its tradition of excellence matches our own very well. I look forward to a large and prosperous relationship with Sperry Marine."

The division of Unisys Corporation was started in 1956 and has grown to become the world leader in navigation and gyrocompass systems.

Besides the main facility in Charlottesville, Sperry Marine has 12 sales offices in the United States and Europe and is affiliated with more than 200 sales and service centers worldwide. It employs about 1,200 people.

Campbell says he expects the name of the company to remain the same after the purchase and that David Brickner will remain as Sperry Marine's vice president and general manager.

Hook up is no simple job

The next time you moan and groan about installing a ceiling fan or assembling a gas grill, consider this.

Before equipment like the Machine Shop's new computer numerical controlled machining center goes into operation, Maintenance and Utilities, together with Plant Engineering and the Machine Shop, spend months preparing for the thousandth of an inch it will actually hooking it up.

And that's no small task when the equipment weighs 160 tons and arrives in hundreds of "ready-to-assemble" parts.

Installing the new machining center has taken a huge team effort. Says Maintenance assistant General Foreman Delmar Heaster, Heaster has been overseeing his department's role in installing the equipment.

First, a foundation had to be built for the equipment — a foundation that could support the heavy machinery and keep it stable amid the vibrations of other shop equipment and shifts caused by tidal and land changes.

Designing and building the foundation was a job for Plant Engineering.

Up to 8 feet of concrete had to be chipped out of the Machine Shop's floor to make way for 68, 55-foot-long steel piles that were driven into the ground and covered in concrete to anchor the machinery, says Plant Engineering Supervisor Bob Johnson.

Once the foundation was set to the

machinery manufacturer's rigid specifications (they won't guarantee the equipment if the foundation doesn't meet their requirements), Maintenance and Utilities began moving the machine's huge components into the Machine Shop.

"The shop's cranes make all of our big lifts, but then it's up to our people to level and align the machinery, and it has to be level to within a thousandth of an inch," Heaster says.

Once all of the machining center's components and computer are hooked up, it's time for the manufacturer to come back and work with Maintenance and Utilities to fine-tune the machine.

Heaster's goal is to have the machining center in operation by early summer. His crew then will be responsible for basic maintenance of the machine.

The machining center, which includes a 9-inch boring spindle, will be one of the most versatile pieces of equipment in the shop, says Main Machine Shop Manager Ray Rackley. The machining center will bore, mill, turn, tap, face and drill by computer, numerical tape or manual data input.

Designed to handle heavy-duty jobs, the equipment is perfect for machining major complex assemblies of aircraft carriers and submarines, Rackley says.

"Plus, the new equipment will increase our capacity to machine major components in conjunction with our existing 8-inch computer numerical controlled machining center," he says.



Installing equipment as massive as the 160-ton machining center requires a huge team effort, says Delmar Heaster, foreground.

Photo by Caroline Ketterer

NNI lands power plant repair and maintenance contracts

Several new contracts since the beginning of 1987 have given Newport News Industrial an impressive lineup of nuclear power industry repair and maintenance work.

After providing support since last June for the completion of construction and start-up at Carolina Power and Light Company's new Shearon Harris Nuclear Power Plant near Raleigh, N.C., NNI won a contract to begin power start-up testing

assistance at the plant, says NNI Sales Manager Gary Chenault.

Testing done in conjunction with the plant's start-up will be completed this spring. NNI's support will continue with the plant's commercial operation and should last through the end of 1987. Tom Bond was site manager through December and was relieved by Skip Calor in January.

A planning crew from NNI is preparing for valve repair and

miscellaneous work on Georgia Power Company's two reactor units at Hatch Nuclear Power Plant in Baxley. The plant's Unit 1 reactor will be shut down for refueling and routine repair beginning April 20.

After completing work on Unit 1, the NNI planning crew will begin preparing for valve repair work on the plant's Unit 2. NNI's work at Hatch Power Plant should continue through spring 1988.

Jimmy Reynolds is NNI site

manager at the Hatch facility.

Meanwhile, NNI is doing similar valve and repair work at Florida Power and Light Company's St. Lucie Nuclear Power Station at Hutchinson Island.

Work at that plant began in February and should be finished this month. George Smith is site superintendent there.

In January, NNI won a contract for valve repair work during a "mini-outage" at Consolidated Edison's Indian Point No. 2 Power Plant in Buchanan, N.Y.

Although the brief seven-day reactor shutdown meant minimal valve work, NNI has been retained by the company to prepare for future repair and maintenance work.

Donald Duck is site superintendent for NNI at Indian Point.

Closer to home, NNI has been working with planning, scheduling and mechanical maintenance at Virginia Power's Surry Nuclear Power Station since last August. NNI is also doing similar work at the North Anna Nuclear Power Plant near Charlottesville.

Tom Bond is in charge of the work at Surry, and Steve Liberman is senior site representative at North Anna.

Benefits Need surgery? Get a second opinion

After experiencing abdominal pains and going through the rigors of gastrointestinal tests, Tommy Crittenden of the Management Development Center was told that he had gall bladder problems and needed surgery.

That was nearly two years ago. Today, Crittenden still has his gall bladder, but he doesn't have the pain. Did he receive a miracle cure? Nope, he got a second opinion.

Crittenden sought the opinion of a second doctor who decided that Crittenden's pain was the result of a simpler problem, one that could be resolved without surgery.

Second opinions don't always save people from surgery, but when they do, like in Crittenden's case, they save to patients from an immeasurable amount of pain and expense.

When should you ask for a second opinion?

Obviously, you don't have time for second opinions when emergency surgery is necessary. But it is a good idea to seek a second opinion on commonly performed surgeries such as gall bladder removal, coronary bypass, hernia repair, hysterectomy, knee surgery and tonsillectomy.

How do you find a surgeon for that second opinion?

First, ask your primary care doc-

tor — a family doctor or internist if you have one — to recommend a doctor who is board certified in the specialty for which surgery is being considered.

You can also find a board certified specialist by calling: —A local medical society or nearby medical school.

—The U.S. Government Second Opinion Hot Line at (800) 638-6383.

—The NNS Health Claims Second Opinion Hot Line at (804) 380-3595.

NNS employees' medical plans cover charges for second opinions and third opinions, when the first two recommendations differ.

Need is growing for NNS blood donors

All of us depend on roughly 3 percent of the population to donate blood for the many emergencies that arise on a day-to-day basis.

That's a small number of people to supply a lifetime of blood for everyone.

When a need arises, blood has to be available, and that's why the Shipyards sponsors three Bloodmobiles each month—one for first-shift employees, one for second-shift and one for Buildings 600 and 800.

Through the Shipyards Bloodmobile, employees are given time away from work to donate blood. Transportation is provided to and from the Bloodmobile location, and the Red Cross even gives donors a bag lunch.

"We try to make donating blood as simple as possible," says Vice President Community Affairs Y. B. Williams. "This is a vital service to Hampton Roads, and who knows when one of us may need blood?"

The need for blood in this area has grown rapidly over the past few years, says Red Cross Blood Consultant Al Buchanan.

While improved medical facilities, sophisticated trauma centers and new cancer treatment centers offer a wider range of medical care to residents, they also draw heavily on the area's blood supplies.

The bottom line is that the Red Cross needs more donors. "The blood has to be here when we need it," Buchanan says.

If you're interested in donating blood, ask your supervisor about the Shipyards Bloodmobile or call Karen Brown in Community Affairs at 380-3142.

The Shipyards Bloodmobile schedules are printed each month in *Shipyards Bulletin*. Here are the schedules for April.



April Bloodmobile

The next first-shift Bloodmobile will be held Thursday, April 16 from 8 a.m.-2 p.m. at the Newport News Armory.

Salaried and off-yard employees should forward pledge cards to Karen Brown, Community Affairs, in Building 520, by Monday, April 13.

Hourly employees west of Washington Avenue who wish to donate should contact their foreman by the same date.

Employees who work in Buildings 600 and 800 can give blood Monday, April 20, at the Red Cross Chapter House. Employees should forward pledge cards by Thursday, April 16, to Ralph Gore, E10, in Building 600—second floor, or Chris York, E73, in Building 800.

The next second-shift Bloodmobile will be held Wednesday, April 1 at the Red Cross Chapter House from 7-9 p.m.

Employees who want to donate should call Karen Brown at 380-3142 by Monday, March 30 for an appointment.



Photo by Chris O'Leary

A long, long way

When people first start to work, they know it'll be a long way until retirement. For B.R. "Frenchie" Lafontaine, it was a long way, literally. Lafontaine, who retired from Maintenance and Utilities in February, traveled 676,200 miles from his home in Sandston to the Shipyards during his 35 years with the company. Traveling a total of 140 miles each day to and from work, Lafontaine wore out four cars, and his vanpool from Providence Forge went through four vans during that time.

Don't procrastinate with new W-4 forms

First there was the revised W-4 form. Now there's a revision to the revision: the simplified W-4A form. If you thought you may want to procrastinate, don't. You need to fill out either the revised W-4 form or the new W-4A form as soon as possible.

Under the Tax Reform Act of 1986, the amount of federal income tax that should be withheld from your paycheck will probably change, so every employee must fill out a revised W-4 or W-4A form.

Although the official deadline for filing W-4 forms isn't until Oct. 1, 1987, it's in your best interest to complete the form as soon as possible.

Until you fill out a new form, the money withheld from your paycheck will be based on your old W-4 form, and that may not accurately reflect the taxes you will owe under the

new tax law.

If too little tax is withheld, you will have to pay additional tax when you file your tax return for 1987. If the amount you have withheld during the year is less than 90 percent of what you owe, you also may have to pay a penalty.

Which form should you use? The new simpler W-4A forms are probably better for people who have fairly simple tax situations, such as one income families.

Employees with incomes from several sources (such as a working spouse, interest income or rental property) and/or itemized deductions may want to use the W-4 forms which were sent to NNS employees several weeks ago.

Generally, the four-page revised W-4 form is more accurate than the W-4A form.

Surgery candidates may bank their blood

If you're facing surgery and your doctor thinks you might need a blood transfusion, you may want to consider giving your own blood in advance to be stored for your own use.

Through the Autologous Blood Program with the local chapter of the American Red Cross, some surgery candidates are saving their own blood for scheduled operations.

The Red Cross has had an Autologous Blood Program for many years, but recent concern about being infected with Acquired Immune Deficiency Syndrome (AIDS) through blood transfusions has stepped up local interest.

If you are scheduled for surgery, ask your doctor if you're eligible to give blood for a possible transfusion. Some patients may be able to donate blood for their own use when they may not otherwise meet blood donor qualifications.

Blood may be stored up to 35 days before surgery. How much blood you store for surgery depends on how much your doctor thinks you will need and how much you are able to give.

For more information about the Autologous Blood Program, talk with your doctor or call the Hampton Roads Chapter of the American Red Cross at 838-7320.

Sneak Preview Day

Shipyards employees are invited to be the special guests of Busch Gardens at the park's "Sneak Preview Day." Saturday, March 28.

Busch Gardens will open its gates a week early to let a limited number of guests preview the park's new attractions and old favorites, as well. Ticket prices are reduced to \$8.95 for the day, and lines are guaranteed to be short.

Tickets are available at the NNS Employees' Credit Union. But hurry, quantities are limited.

Wrestlers win titles

Coach Jerry Ringi's investment in a young wrestling team this season looks like it paid off well. This year, inexperienced team posted a winning season, and two wrestlers finished the season with state titles in their hands.

"The team made great progress, and I'm really proud of them," Ringi says. The team finished their dual meet schedule with a 7-4 record and placed third in the first State Division II and III Championships, which were held here.

Sophomore Tom York and Freshman Angelo Ely can boast of the season's highest awards. York, ending the Division III State Championship in the 150-pound weight division and finished the season with a personal record of 23-5.

Ely wrestled his way to the Division III State Championship title in the 126-pound division, ending the season with a 14-4 record. York and Ely both took first-place honors in the Apprentice School's own Invitational Tournament in January. It's the second year York has won that championship.

RSVP needs retirees

The Retired Senior Volunteer Program (RSVP) invites Shipyards retirees, age 60 and older, to register with RSVP's new Retirees for Literacy program.

Retirees for Literacy combines the programs of the Peninsula Literacy Council and RSVP to provide reading to groups of other retired individuals—reading from informative and practical materials about topics ranging from tax and health to fiction.

If you're interested in participating in the program as a reader or a listener, call 827-7722 or 838-5300.

Enroll in Night School

Expand your shipbuilding horizons by enrolling in one of the many courses offered through the Shipyards Night School.

The application deadline for the spring quarter is March 24. Send applications to: Night School Administrator, Department 531, Bldg. 852, second floor.

For more information, call the Night School office at 688-8608.

Retirements



BANKS



CHAPMAN



SHARP



SMITH



RODGERS



HAWKES

FEBRUARY 1987

45 years or more

William N. Banks, Fitters; Timothy Chapman N. Painters; Reynburn M. Sharp, Construction Project; Joseph Smith, Fitters; Joseph K. Wilburn, Construction Planning; Manufacturing.

40 years or more

James R. Naron, Painters; Philip L. Rodgers, Integrated Logistics Support; William S. Hawkes, Machine Shop.

35 years or more

William C. Broyles, Enterprise Planning; Yr. Ernest M. Hoover, Overseas Project; Guy P. Simonton, Electrical; John A. Smith, Maintenance and Utilities; Fred A.

Thompson Jr., Electrical; Raymond L. Trevilian, Electrical.

30 years or more

Raymond C. Anderson, Pipe; Floyd Brown, Transportation; Romey E. Cattrell, Material Support/Inventory Control; Jesse W. Hawthorne, Electrical; Lester L. Knight Jr., Joe Propulsion; Robert L. Krepps, Purchasing; William O. Parker, Rogers; John S. Powers, Sheet Metal; Charles G. Pufferberger, Carrier Reactor Plant; Linwood A. Strickland, Machinery Installation; James A. Williams, Overhaul Inspection.

25 years or more

Peter W. Brame, Electrical; James T.

Firth, Pipe; Leonard J. Jones, Fitters.

20 years or more

Wilbur C. Cox, Quality Inspection, A Bruce Liverman Jr., Plant Engineering; Everett J. Parker Jr., Welders; Harvey R. Peele, Rogers.

Less than 20 years

Major L. Chappell, Construction Project; Peter H. Hunter, Rogers; Joseph Keith, Procurement Quality Control; James E. Lewis, Fitters; Millard H. Nalley, Maintenance and Utilities; Mary L. Spence, Material Support/Inventory Control; Raymond D. Wilson, Maintenance and Utilities; William H. Wilson, Carrier Overhaul.

Long Service

FEBRUARY 1987

45 years

Richard G. Joner, Reproduction; Claude O. Jones Jr., Fitters.

40 years

Arthur L. Gilliam, General Foundry; Lewis C. Hall, Electrical; Samuel M. McCray Jr., Rogers; William D. Perry, Material Support/Inventory Control.

35 years

Robert F. Abill, Electrical; Sidney G. Armistead, Toolroom; Bruce J. Capps, Quality Assurance; Charles D. Crute, Electronic Systems Test; Robert H. Fairfield, Submarine Construction Engineering; Alfred M. Frye, Electrical; Charles Garrie, Machine Shop; James P. Gibbs, Electrical; Jacob A. Hall, Painters; Frank Hawkins, Rogers; Paul Hicks, Sheet Metal; Donald G. Hile, Machine Shop.

Harry P. Johnson, Pipe; Charles S. Kidd, General Foundry; William M. Kirk, Machine Shop; Charles F. Lindley, Greenville Metal Manufacturing; Production; Parle R. McCray, Electrical; Billy N. Morgan, Welders; James H. Mullis, Overhaul Inspection; Stephen Perry, Sheet Metal; Almerion Puryear, Rogers; John H. Redpath III, Advanced Submarine Program; Lawrence G. Robertson, Carrier Construction; Alphonsa Stephenson, Cleaning Services; John W. Telstad, Reproduction; Walter Uzzel, Painters.

30 years

Joseph Anderson Jr., Toolroom; David Arent Jr., General Foundry; Calvin R. Barnes, Overhaul Production Control; Submarines; John E. Brabrand, Carrier Construction; William C. Briggs Jr.,

Transportation; Morris E. Brown Jr., Welders; John L. Charity, Material Support/Inventory Control; James W. Cherry, Pipe; James S. Davis Jr., Carrier Overhaul; Stanley Davis, Rogers.

Burdett C. Edwards, Material Support/Inventory Control; Albert D. Elliott, Sheet Metal; George L. Ellis, Machinery Installation; James A. Flowers, Rogers; James O. Forrest Jr., Non-destructive Testing; James S. Gregory, Rogers; George C. Hayes, Fitters; Ira A. Hodge Jr., Carrier Overhaul; C. C. Johnson, Cleaning Services; Walter H. Johnson, Painters; Willie Joyner, Pipe; John L. LaRoche III, Quality Division.

Coy R. Lee, Material Support/Inventory Control; Herbert J. Mullen, Pipe; Leray L. Nettles, Cleaning Services; John H. Parkerson, Machine Shop; Ray D. Peace, Overhaul; Material Control; Thomas Piggott, Rogers; Ruth S. Platt, Construction Manufacturing Planning; William H. Savage Jr., Engineering Quality Assurance and Standardization; Paul M. Tsingier, Commercial Marketing; John W. Wainwright, Sheet Metal; Hunter A. Wallace, Material Support/Inventory Control; Marilyn L. Warfield, Accounting.

James D. Whitehead, Machinery Installation; Haywood J. Wilkins, Cleaning Services; Joseph E. Windham, Electrical; James A. Wynder, Structural Inspection; Elton Uzzel, Rogers; Cecil L. Yancey, Rogers.

25 years

Donald S. Agee, Maintenance and Utilities; William B. Allen, Insulation; Melvin E. Barnes, Painters; Nancy H. Bean, Overhaul Project; Parley O. Blanton, Machinery Installation; Willie H. Boone, Fitters; William C. Brabrand, Carrier

Overhaul; Bobby R. Chappell, Overhaul Inspection; Larry W. Crouch, Machine Shop; Harold G. Davis, Welders; Robert D. Gillus, Welders; Raymond I. Goodwin Jr., Rogers.

Luke M. Harris Jr., Machine Shop; Napoleon W. Hayes Jr., Industrial Engineering; James C. Hopkins, Pipe; William A. Johnson, Welders; Thurman Johnson, Sheet Metal; James A. King, Construction Project; Bobby D. Lane, Non-destructive Testing; Elbert W. Layton, Welders; Wilson F. Lewis, Fitters; Ronald T. Moore, Sheet Metal; Jackie C. Nicholson, Machine Shop; James A. Nottingham, Construction Project.

Harold M. Oney, Quality Inspection; Carl W. Patterson, Machine Shop; John A. Pierce, Construction Production Control; Manufacturing; James W. Salmon Jr., Laboratory Services; Frederick B. Simmons, Material Support/Inventory Control; James H. Smith, Pipe; George T. Spain, Non-destructive Testing; Raymond P. Spivey, Welders; Walter E. Taylor, Transportation; Lester B. Thompson Jr., Material Support/Inventory Control.

Freddie D. Walker, Machine Shop; Francis S. Whitehead, Welding Engineering.

Share-A-Ride

Each month, *Shipyard Bulletin* publishes a list of carpool and vanpool opportunities and bus services. For information about these listings, call Catherine Weaver at 880-2341 or drop by the Public Relations Office in Building 520.

Several public transportation services to the Shipyard also are available.

From	Shift	Name	Number	Wanted
Newport News (by car)	7:30-4:30	Jim Spielberger	380-4632	Carpool
Newport News (Oyster Pt. Rd.)	7:00-4:00	Phillip Hart	596-7023	Carpool
York County	3:00-11:00	Lorry Marlin	898-1903	Ride
Norfolk (Granby St./Tidewater Dr.)	7:00-4:00	Troy Massey	688-3682 423-5096	Riders (vanpool)
Virginia Beach (Pembroke/Arlington/Port Park)	7:00-4:00	Steve Olczak	688-3718 484-3378	Riders (vanpool)
Vo. Beach (Mt. Trashmore)	7:30-4:30	Art Omon Bldg. 800	688-9925 340-3173	Ride/Riders

In Remembrance

George M. Alcott of Joiners, Orvell Anderson of Transportation, Noah F. Arney of Welders, Bert W. Blalock of Ship Repair, Archibald G. Connell of Nuclear Engineering, Jasper A. Edwards of Plant Inspection, Pauline S. Epps of Medical, Fred F. Fulbright of Welders, Wilfred J. Gamache of Hull Design, Herbert C. Gills of Radiological Control, Gwendolyn H. Godwin of Technical Engineering, Kilmer Z. Hawks of Maintenance and Utilities, Melvin J. Hudgins of Material Support and Inventory Control, Thomas M. Hudson of Welding, Russell G. Irby of Construction Project, William P. Jackson of Fitters, Fletcher Jones of Fabrication, James D. Jones of Insulation, William Maddy of Quality Inspection, Elkanah J. Moore of Sheet Metal.

James G. Morehead of Pipe, Barbara K. Naron of Telecommunications, Dirl Riddle of Welders, John H. Richardson of Electrical, James M. Sherrill of Sheet Metal, Dennis Singleton of Rogers, Harold Solts of Quality Inspection, Ted R. Sullivan of Rogers, James E. Terry Jr. of Non-destructive Testing, Jessie G. Williams of Shipwrights, James E. Yeoman of Maintenance and Utilities.

Band plans reunion

Wanted: Members of the Warwick High School Grenadier Band and Bagpipe Corps from 1958 to 1971.

Band members are planning a reunion July 11 and 12. Reservations must be made by May 31. For more information, write to: Warwick High Band Reunion, P.O. Box 253, Hayes, VA 28072, or call (804) 867-8046.

Pharmacy to close for annual inventory

The Shipyard Pharmacy will close for its annual inventory on Thursday, April 30 and Friday, May 1.

Retirees who need to have prescriptions filled should do so before or after the inventory shutdown.

The pharmacy will open as usual Monday, May 4.

Shipyard Bulletin

Shipyard Bulletin is published monthly by the Employee Communications Section of the Public Relations Division of Newport News Shipbuilding.

Please send letters, address changes, additions to the mailing list and article ideas to the editor at the address listed below.

Catherine C. Weaver, Editor
Thomas J. Olds, Manager Employee Communications

Newport News Shipbuilding
4101 Washington Ave., Newport News, VA 23607
(804) 880-2341

Shipyards Bulletin

JANUARY 1988

**Newport News
Shipbuilding**
Committed to Quality.



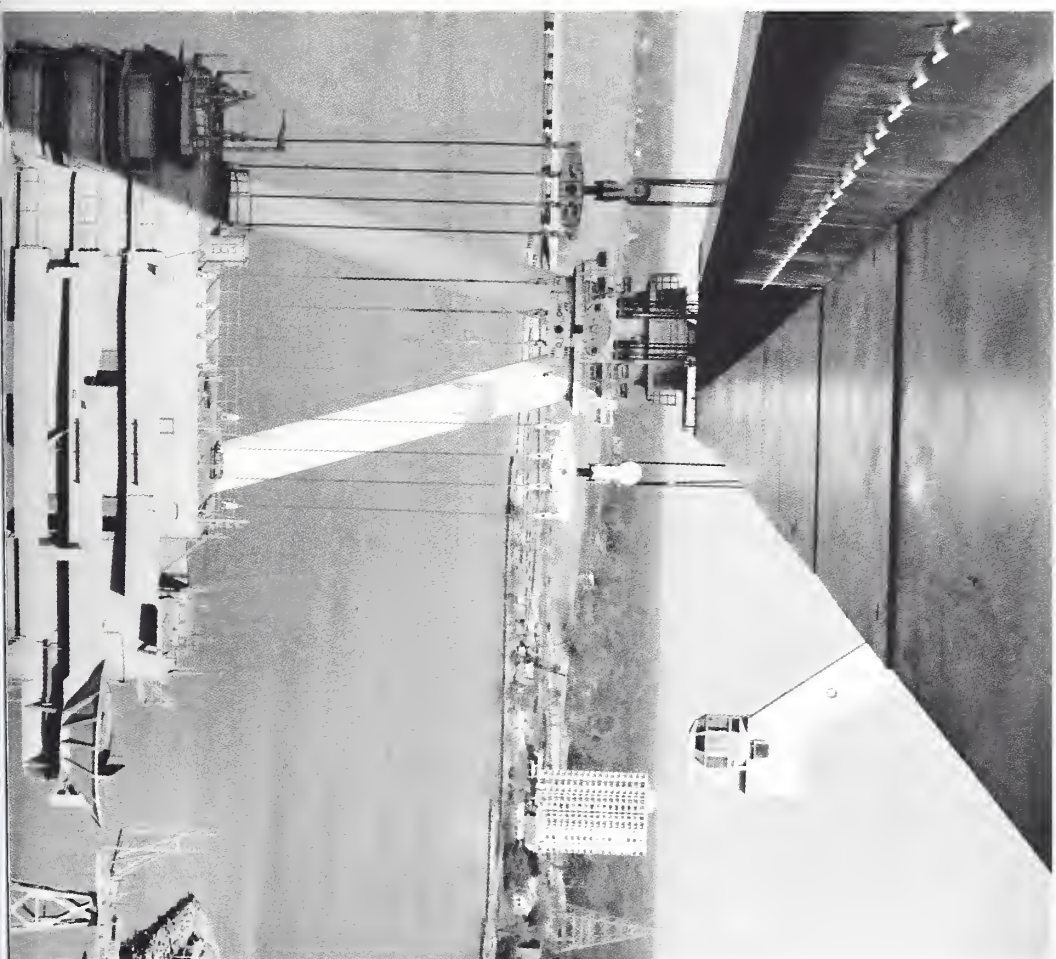
Tunnel Nears Completion

A concrete utility tunnel will connect the North and South Yards underground.

Human gophers have been tunneling their way underneath the main yard for years now. Their purpose: to help the Shipyards become more energy efficient.

Plant Engineering is supervising construction of a "utility tunnel," which will house about 40 miles of pipe when the project is completed (sometime next year). The concrete walls of the tunnel protect the yard's utility systems in an easily accessible—and easily maintainable—unit.

"It used to be that if a line ruptured, it was a tremendous job to hunt it down and fix it," says General Foreman Louis Connell. "We'd be digging up pipes constantly if it



Carrier Launch Is Feb. 13

The Shipyards' fifth *Nimitz*-class aircraft carrier, *Abraham Lincoln*, will be christened Saturday, Feb. 13.

Secretary of Defense Frank C. Carlucci is the principal speaker at the 11 a.m. ceremony, which will be held at Shipway 12. Secretary of the Navy James H. Webb, Jr., and Chief of Naval Operations Carlisle A.H. Trost are also scheduled to speak.

Illinois Governor James R. Thompson will be on hand for the ceremony. His wife, Jayne, will be the ship's matron of honor, along with Donna K. Woody of Pennsylvania.

Webb's wife, JoAnn, will be *Lincoln*'s sponsor and will christen the carrier. The Webb's three daughters will act as maids of honor.

NNS employees and their fami-

Shipyard Bulletin

JANUARY 1988

Newport News
Shipbuilding
Committed to Quality.



Tunnel Nears Completion

A concrete utility tunnel will connect the North and South Yards underground.

Human gophers have been tunneling their way underneath the main yard for years now. Their purpose: to help the Shipyard become more energy efficient.

Plant Engineering is supervising construction of a "utility tunnel," which will house about 40 miles of pipe when the project is completed (sometime next year). The concrete walls of the tunnel protect the yard's utility systems in an easily accessible—and easily maintainable—unit.

"It used to be that if a line ruptured, it was a tremendous job to hunt it down and fix it," says General Foreman Louis Connell. "We'd be digging up pipes constantly if it weren't for this."

The subterranean tube is wide enough to drive two pickup trucks through side-by-side (before pipes are installed). It runs from the North Yard bulkhead about two miles south, to Pier 2. It's easily accessible to a number of the Shipyard's more than 600 buildings, but more importantly, the pipes are exposed and housed in one place.

The tunnel began with the North Yard expansion project in the 1970s. It continued in the '80s in conjunction with the rebuilding of Pier 6. Until now, compressed air and steam lines, as well as water and power lines, were added here and there under the ground.

"In accordance with a master plan, wherever construction in the

(Please see Tunnel, page 2)



The pre-outfitted island house weighed 396 tons at the time the crane placed it atop *Abraham Lincoln's* deck. It was the last major lift performed on the carrier. About 150 superlifts (lifts of 100 tons or more) have been used in the carrier's construction.

Photo by Caroline Keaton

Carrier Launch Is Feb. 13

The Shipyard's fifth *Nimitz*-class aircraft carrier, *Abraham Lincoln*, will be christened Saturday, Feb. 13.

Secretary of Defense Frank C. Carlucci is the principal speaker at the 11 a.m. ceremony, which will be held at Shipway 12. Secretary of the Navy James H. Webb, Jr., and Chief of Naval Operations Carlisle A.H. Trost are also scheduled to speak.

Illinois Governor James R. Thompson will be on hand for the ceremony. His wife, Jayne, will be the ship's matron of honor, along with Donna K. Woody of Pennsylvania.

Webb's wife, JoAnn, will be *Lincoln's* sponsor and will christen the carrier. The Webb's three daughters will act as maids of honor.

NNS employees and their families as well as the general public are invited to attend. The 68th Street Gate opens at 10 a.m., with 3,000 parking spaces available in the North Yard. Carpooling is encouraged. Overflow parking will be available, if necessary, from 43rd Street to 46th Street between Huntington and Warwick.

A flyover of Navy jets is expected to salute the new carrier, and souvenirs will be distributed to mark the occasion.

The ship is named after our nation's 16th president, Abraham Lincoln, a gifted lawyer and orator, is remembered for his many accomplishments, includ-

(Please see Carrier, page 2)

State-of-the-art blast and coat facility opens

The finest blast and coat facility in the U.S. shipbuilding industry opened for business here at NNS this month.

The enormous structure allows a majority of the yard's blasting (roughing the surface of the steel) and coating (painting the blasted surface) to be performed indoors in a controlled environment.

State-of-the-art machines automatically gather grit from the blast shop's floors for recycling. And an intricate ventilation system will allow employees to work in virtually dust-free air—and therefore preventing airborne blasting dust from floating into nearby neighborhoods.

"The quality of painting on our ships will far surpass what we've



Blasters Lawrence Bell (front) and George Gilbert set up ventilation.

Photo by Jim Fermon

done in the past," says Blast and Coat Facility General Foreman Jim Edwards.

The shop houses two blast rooms and two paint rooms, each with ceilings three stories high. Huge fabric

doors, 55-feet high and 60-feet wide, easily accommodate pre-outfitted submarine modules, carrier units and superlifts.

The blast pits are lined with rubber to protect surrounding walls from ricocheting grit.

And there's a lot of grit—600 tons when the blast pots are loaded to capacity. Three troughs, with conveyers inside them, run underneath each blasting area to form a self-cleaning floor and grit recovery system. Grit is automatically gathered, cleaned, separated and returned to the hopper, allowing as many as 32 blasters to work simultaneously without ever stopping to clean up or re-load grit.

(Please see Blast, page 2)



An ocean of ventilation hoses sprawls across the floor of the facility as a welder places some final touches on the building.

Photo by Chris O'Leary

■ Tunnel

(Continued from page 1)

yard would allow, we built sections of the tunnel," explains Plant Engineering Supervisor Bill Baker. "The old system was inadequate. Pipes had grown like weeds over the past 100 years. Some were almost impossible to repair and some had been buried so long that we didn't know what we had."

"If you dug four feet of dirt off the top of the yard, you could probably get from the North Yard to the South Yard by hopping from pipe to pipe. That's how many pipes there were."

Two major sections of the tunnel are scheduled for completion this year, with the final 1,700-foot section slated to be finished next year.

"When that last section is laid," Baker says, "you should be able to walk the whole two miles under ground."



Bill Baker inspects one of the pipes inside the tunnel.

Photo by Jack Robinson

■ Blast

(Continued from page 1)

Steel grit, which can be recycled up to 75 times, is used in the new facility. Black mineral grit, which can only be used once, was the primary grit used by blasters until now, so the steel grit is a sound economic choice.

An elaborate computer system heats the building in the winter and cools it and lowers the humidity in the summer.

"We'll be able to eliminate the normal delays associated with outside environment," Edwards says. "For example, the outside temperature today is 14 degrees. That's too cold to apply paint. According to procedure, we're not allowed to apply paint when it's below 35 degrees."

"In the past, at this time of the year we'd normally be faced with frozen air, frozen blast machines that wouldn't operate and frozen grit in the hoppers. It has been our experience that anytime it was below 20 degrees outside, we were basically shut down for blasting."

"And August, September and

October are some of the hardest times of the year to blast along this river because of the humidity."

In the new facility, paint will be applied at optimum temperature and humidity readings, and cured at computer-controlled temperatures. There's also a temperature-controlled storage area for paints used throughout the yard. Now paints can be used right away without having to wait for them to warm up to the proper application temperature.

And, since the facility is so large, blasting and painting is done on far more advanced stages of ship assemblies.

A portion of the deck of an aircraft carrier currently rests in one of the bays, bathed in paint as white as new tennis shoes. It is the facility's first project.

"It went a lot smoother than other jobs I've worked," says George Gilbert, who has been blasting and painting at NNS for seven years.

"We've got better ventilation, so we're working in cleaner air. We can see better, and that helps us do a better job."



Photo by Jim Hansen

Blaster and Painter George Gilbert says the new facility, with its computer-controlled environment, makes his job much easier.

■ Carrier

(Continued from page 1)

ing his address at Gettysburg and his determination to hold the country together during the Civil War years.

Lincoln spent many an afternoon visiting naval yards, inspecting ships and examining new weapons. In fact, the first "carriers" were used by both armies during the war, when barges were used as platforms for observation balloons.

In contrast, *Lincoln* was built using extensive modular construction. About 150 superlifts (lifts of 100 tons or more) have been used in the carrier's construction—with some of the precast concrete subassemblies weighing up to 870 tons each.

The yard's previous carrier, *Theodore Roosevelt*, was delivered 16 months early, thanks in part to modular construction.

1987 in review

January

- Fourteen minutes into the new year, Hulmar Fond of Welders and his wife, Cathy, become the proud parents of a 6-pound girl named Ryanne. She is the first baby born on the Peninsula in 1987.
- The Apprentice School graduates 255 Shipbuilders at commencement ceremonies.
- Transportation's Clarence Taylor allows himself a big grin when his son, Lawrence, a linebacker for the New York Giants, leads his team to a Super Bowl victory. The younger Taylor is named the league's most valuable player and defensive player of the year.

February

- NNS purchases Sperry Marine Inc., including the main facility in Charlottesville, 12 other sales offices in the United States and 200 sales and service centers worldwide.
- The Shipyard is awarded its first contract to perform the Post Shake-down Availability on a Trident submarine, the *USS Nevada*.

March

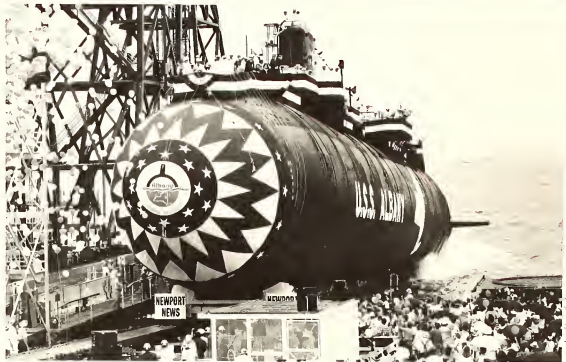
- Waterfront and Engineering personnel continue to apply the lessons learned on *Theodore Roosevelt*, which led the way for many innovations in carrier construction, to *Abraham Lincoln*.

April

- The complex overhaul of *USS Dwight D. Eisenhower* enters the final days of its testing phase after 18 months of work.

May

- Base coats of grease are applied to the ways in preparation for the *Albany* launch, the yard's final sliding launch.
- "It's been a privilege to take on this dirty work for all these years," says Riggers Foreman Robie Walton.

The days of the dramatic sliding launch came to an end with *Albany*.

Taylor sacks Denver's John Elway.

June

- NNS marks the end of an era as *Albany* slides down the ways. In the future, submarines will enter the James River from the new Land Level Facility.
- "This is not a conclusion," says NNS President and Chief Executive Officer Edward J. Campbell. "It's a beginning. Here we will continue to contain and to define the incredible power of advanced technology to build ships of the U.S. Navy."
- NNS employees make the annual U.S. Savings Bonds campaign our most successful bond drive ever.
- The company's first floating dry dock, at 640-feet long and 186-feet wide, arrives from Japan.

July

- The Governor's Corporate Award for Volunteering Excellence is presented to NNS volunteers for their efforts on behalf of communities in the Hampton Roads area.

August

- Captain Charles D. Wasson begins his first month as Supervisor of Shipbuilding here, succeeding RADM Malcolm MacKinnon III.

September

- *Key West*, the 15th *Los Angeles*-class submarine built at NNS, enters the active Navy during commissioning ceremonies. Principal speaker Robert H. Conn, Asst. Secretary of the Navy (Financial Management) calls the submarine "a national asset."

October

- NNS employees donate \$1,539,000 for the 44 human care agencies of the United Way.

November

- After some encouragement from the Navy, NNS submits a bid to build the 1988 Trident submarine, with an option on two more Tridents scheduled for award in 1989 and 1990.

December

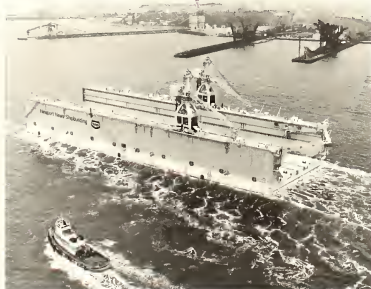
- Yard employees generously donate nearly three tons of food to the Peninsula Food Bank.



NNS volunteer Michael Wechsler.



Over 250 Apprentices graduated



The floating dry dock was towed from Japan by tugboat, a 92-day journey.



Deterioration of the film caused the dots on the photo above.

Fall cleaning turns up photo treasure

Senior Photographer Joe Telstad has been recording the shipbuilding process on film here ever since 1956. But it wasn't until recently that he realized how impressive the tools of his craft really are.

It all began when Telstad's daughter and son-in-law were cleaning out his grandmother's attic in Yorktown. They discovered three old cameras, one of which was a Falcon Model 4, with its heavy, metal frame and flexible bellows which extend several inches from the body.

"I happened to see the tab in the viewing window, so I knew there was film in that one," says Telstad, who rewound the film and removed it from the camera.

Telstad says he was positive the negatives would not be intact after three-and-a-half decades in an un-insulated attic. He figured the extremes in heat and cold would have taken their toll on something as sensitive as film. Out of curiosity, he developed it anyway.

"I was amazed there were any images at all on the film," he says.

Telstad developed the negatives by hand, using the same black-and-white chemicals which are used to

process film today. "As soon as I saw the images on the negatives, I wanted to print them."

Three portraits appeared: one of his in-laws' neighbors, one of a young child clinging to a wild flower and one blurred shot of a man cradling a baby in his arms.

Telstad theorizes that the longevity of the film is due to a special

"I was amazed there were any images on the film."

— Joe Telstad

ingredient used in films to help them age slowly. For example, professional photographers will store professional films in the freezer and thaw them out immediately before use. Amateurs, on the other hand, may leave a roll of film in their glove compartment or in the camera itself for a year before they use it — and the photos still turn out.

"I'm surprised it held up," says Telstad. "I guess the built-in aging ingredient used in amateur films, such as this, help. I should write Kodak and tell them about this. It would be a great commercial."

Utilization Review becomes effective Feb. 1

Health care costs are steadily skyrocketing, and that means you and the company have to pay more for your medical care.

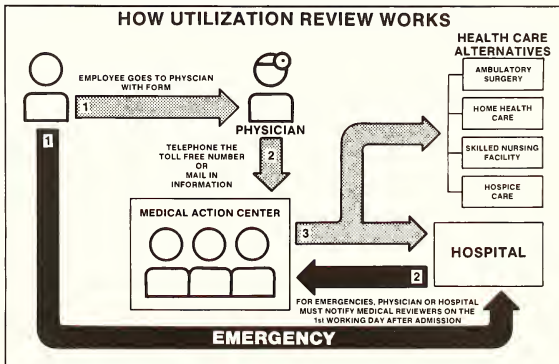
A number of factors contribute to the escalating costs, the biggest being the increased cost of hospital use. Yet, hospitalization isn't always the most convenient or cost effective way to deal with some medical problems.

In an effort to curb unnecessary hospitalizations and continue to provide you with high quality health care, NNS is adopting the Utilization Review (UR) Program, which becomes effective February 1. The program will be administered by Corporate Health Strategies (CHS).

Utilization Review is a program which eliminates unnecessary days spent in the hospital. If your physician recommends hospitalization, just follow these simple steps:

(1) Have your physician call the CHS Medical Action Center on a special toll-free number. Or, if your planned hospitalization is at least two weeks away, you should fill out a pre-admission form (available in the Health Claims Office) and give it to your physician. Your physician will complete the form and send the information to the Medical Action Center.

(2) In an emergency situation, you go to the hospital first, and if admitted, then you or your family should



The gray arrows indicate the procedure in non-emergency cases; the solid arrows are for emergency situations

ask your physician or hospital to notify CHS by the first working day following the admission.

The Medical Action Center may find that alternatives to hospitalization, such as outpatient care or at-home nursing care would be more appropriate. In addition, the UR

program can help you manage your health care in other ways. For example, CHS provides you with names of qualified physicians to be consulted for a second surgical opinion.

The UR program also provides Medical Case Management which

offers the option of receiving individualized attention in cases involving a serious illness or injury.

The UR program is an effective way of providing you and your family with the best care, in the most appropriate setting, while you receive maximum plan benefits.

Shop Talk

An Apple a day

The Peninsula Boys Club is in dire need of Apple Computer equipment for training for computer education classes. They need computers, printers, monitors and any other accessory equipment. They also need educational software (not games).

Also, volunteers are needed to help teach computer classes or to generate software on their home machines. If you can help, call Joseph Kane (8-8205) or Jerry Gammon (872-6616).

Museum volunteers needed

The War Memorial Museum of Virginia is looking for volunteers to give three or four hours of their time each week to conduct tours, work in public relations, research artifacts, catalog periodicals, help with carpentry work and painting of exhibit-related projects, answer the phone, assist customers in the gift shop and much, much more.

Call Corliss Tacosa at 247-8523 for details.

Tax tips

Don't pass up the opportunity to get free information on many different tax subjects. The IRS has over 100 special publications to answer tax questions.

In fact, Pub. 910, "Guide to Free Tax Service," describes all of the free tax services available. Call toll free 1-800-424-3676 to get a copy.

Also, if you're filing your return and you run across a problem you can't tackle on your own, call the IRS toll-free number: 1-800-424-1040 Monday-Saturday from 9 a.m. to 1 p.m.

Bowling for dollars

Volunteers are needed for the annual Big Brothers/Big Sisters Bowl for Kids' Sake, Saturday, Feb. 6, at Denbigh Lanes from 1-6 p.m. Your shoes and one game are free.

Interested employees should form teams of four, then ask friends and neighbors to sponsor you by pledging a minimum of two cents for each pin you topple. Call 0-3552 for details.

Reunion notice

Anyone interested in attending the class reunion of Warwick High School's Class of 1978 should call 596-7641.

Shareholders Meeting

The 1988 Annual Meeting of Shareholders of Newport News Shipbuilding Employees' Credit Union, Inc., will be held at the Hampton Coliseum on Tuesday, Feb. 16 at 7:30 p.m.

Be sure and register to win one of 60 door prizes when you show up to hear the annual reports and elect directors.



Photo by Ellen Murch

Hoop Hopefuls

Coach Horace Underwood looks on as his Builders go up against cross-town rival Christopher Newport College. The Apprentice School fell to the Captains, 76-74, in overtime. The Builders are 5-11 heading into the final leg of the season.



Photo by Caroline Kuhn

'Skin head

Harry Bandy of Material Control Office is a serious Washington Redskins fan. When his favorite NFL team edged Minnesota in the playoffs to advance to Superbowl XXII, he celebrated by having his shoulder-length hair clipped and the word "Redskins" shaved on his scalp. "It's a big accomplishment, just getting to the Superbowl," he says "I don't know what I'm going to do to top this if they win."

Top This

Were you born with the last name "Washington," and your parents named you "George" because they were history buffs? Or is your last name "George" and you named your son "Boy" just for fun?

Shipyard Bulletin is looking for employees with famous names. Please send entries to Top This, 029, Building 520, by February 15.

If there's a story behind your

name, please let us know.

Name: _____

Soc. Security #: _____

Department: _____

Phone #: _____

Bloodmobile scheduled

There's no better time to think about giving blood than right now.

"January and February are two of the worst months for collections," says Al Buchanan, Blood Services Consultant for the American Red Cross.

"We're really pushing to get people active this time of year. Our slowest months are right after the holidays."

The next first-shift Bloodmobile will be held Thursday, Feb. 18, from 8 a.m. until 2 p.m. at the Newport News Armory.

Salaried and off-yard employees should forward pledge cards to Karen Brown in Building 520.

Hourly employees west of Washington Avenue who wish to donate should contact their foreman by the same date.

Employees who work in Buildings 600 and 800 can give blood Monday, Feb. 15, at the Red Cross Chapter House. Employees should forward pledge cards to Ralph Gore, E.42, in Building 600, Post 3-C, or Tom Bennett, E.45, in Building 800.

The next second-shift Bloodmobile will be held Wednesday, Feb. 3, at the Red Cross Chapter House from 5-9 p.m. Employees who want to donate should call Brown at 380-3142.

Retiree focus

Snyder turns author during retirement

Too many times, the beauty of the commonplace is unseen by the beholder.

Bill Snyder
Chesapeake Bay Country

He may have retired 15 years ago, but W.C. "Bill" Snyder is in the midst of a blossoming writing career.

It happened quite by accident. After 40 years of clerical and personnel work at Newport News Shipbuilding, Snyder decided he had earned the right to take it easy for awhile. It wasn't long before he changed his mind.

"I did personnel work my whole life at the Shipyard," he explains. "After a year away from it, I began to feel like I was losing touch with people. So I started my own tour service."

Snyder's guided tours encompassed Colonial Williamsburg, Jamestown and Yorktown. He catered mostly to groups of senior citizens visiting from out of state.

"They'd see a cardinal and ask, 'What kind of bird is that?' Or they'd see a dogwood and ask, 'What type of tree is that?'"

"I began to feel there was a need for a book."

So, from his home on the banks of the Powhatan Creek in Jamestown, Snyder wrote *Chesapeake Bay Country*, a collection of observations on the seasonal changes of the Tidewater area. It's a companion piece to his earlier work, *Wildlife Neighbors of the Williamsburg Area*, published in 1981.

In *Chesapeake Bay*, Snyder blends excerpts from the likes of Wordsworth and Whitman, with everything from directions for building a birdhouse to recipes for brewing dandelion wine and making your own sausage. The book is



Snyder collects duck decoys.

divided into four sections, one for every season, and each contains recipes for preparing a few traditional regional dishes.

Snyder's works are the result of a lifelong interaction with wildlife and its surroundings. He was born in 1914 and grew up on a farm in what is now the Hiddenwood section of Newport News. An avid outdoorsman, Snyder gardens and golfs, collects old wooden decoys and loves to hunt.

Snyder's first byline came at the age of 14 when he penned an article for a 1927 issue of *Hunter-Trooper-Trapper*, entitled "Adventures of a Boy Trapper." Snyder estimates that he has since written 250 nature columns, many of which have been published in *Virginia Wildlife*, *Virginia Gazette* and the *Daily Press*.

But he's especially proud of these two books.

"I really feel a sense of accomplishment," Snyder says, "like I'm leaving something worthwhile behind."

In Remembrance

Newport News Shipbuilding regrets the passing of the following employees:

John K. Allums, Welder Service; Vivian Archibald, Secretaries; Charles A. Banks, Machine Shop; Francis O. Blount, General Account Dept.; Thomas L. Borden, Painters; Thomas J. Brooks, Sheet Metal Dept.; Carlisle S. Byrd, Welders; Barbara C. Cozen, Purchasing Dept.; Paul Henry Culetta, Production Control; Production Planning; George A. Davis Sr., Welding School Dept.; Raymond Driver, Shipwrights; Raby Hedghepeth, Insulation Dept.; Roger D. Herring, Material Support/Inventory Control; Walter J. Herrmann, Welding Engng and Technology Dept.; Albert Johnson, Maintenance and Utilities; Charles E. Lackey Jr., Sheet Metal; Conrad C. Lovko, Sheet Metal; Willie Marks, Outfitting Dept.; Burr Melvin, Electrical Design Dept.; George Overman Sr., Machinery Installation Dept.; David W. Pearce, Painters Dept.; Harvey R. Pelee, Riggers Dept.; Thomas Phaup Jr., Fitters Dept.; Marion A. Randolph, Fitters; William T. Regan, Maintenance Department; Joseph M. Sullivan, Pipe Dept.; Robert J. Sutton, Welding Service Dept.; Robert J. Weaver, Machine Shop Dept.; Malcolm D. Wheeler, Non-Destructive Test Dept.

Retirements

DECEMBER 1987

45 years or more

James L. Carroll, Construction Project; Jack L. Freeman, Fabrication

35 years or more

Johanne W. Brown, Machine Shop; Martin J. Vellines, Construction Manufacturing; Thomas F. Watkins, Sheet Metal.

30 years or more

Willie Rhems, Fitters; Jessie L. Williams, Fabrication.

25 years or more

Reuben E. Vick, Maintenance and Utilities; Wade W. McCoy, Welders.

20 years or more

Frank B. Thomas Jr., Pipe; Norman L. Spencer, Welding Services.

Less than 20 years

Ennice Eanes, Electrical.

Long Service

DECEMBER 1987

40 years

E. J. Black, Toolroom.

35 years

Eugene S. Bailey, Plant Protection; Isiah Baylor, Riggers; Paul W. Benton, Machine Shop; Kenneth L. Briley, Financial Control; Forest Britt, Riggers; Currell G. Burris, Production Control - Outfitting Shop; Norris Deaver, Pipe; James H. Hawkins, Fitters; Lonnie Hayes, Painters; Edward W. Hersley, Machinery Installation; Frank A. Jamison, Machine Shop; Paul Jones, Electrical; Arthur J. Leggett, Maintenance and Utilities; William E. Marshall, 68 Submarine Construction - Non-Nuclear; Lacy Melvin, Pipe; Franklin D. Morgan, Welders; James I. Peery, General Foundry; Daniel F. Presson, Material Support/Inventory Control; Charlie H. Ruffin, Riggers; Robert L. Shoun, Welders; Aaron



The 'Love Boat'

William Faulkner, a Pipe Department supervisor, and Alice Faye Barnes, an Insulation Department supervisor, met while working on *Scranton* (Hull 632D). The two were married one day after this photo was taken.

Stokes Jr., Fabrication; Charles W. Thompson, Riggers; Harold E. Williams, Machinery Installation; Dewitt O. Wilson, Sheet Metal; Eugene Womack, Riggers.

30 years

George E. Burt Jr., Production Control Systems; Thomas H. Deban, Welders; Wayne L. Garrett, Production Control - Machine Shops; Philip H. Gibson, Carrier Construction - Non-Nuclear; Dwight G. Mulkey, Construction Outfitting Inspection; Luther H. Peacock, Sawoff Naval Architecture and Structure.

25 years

John E. Bailey Jr., Labor Relations; Samuel M. Brinson, Welders; James V. Cooper, Material Support/Inventory Control; Locke W. Kelly Jr., Production Control - Pipe Shop; Joseph E. Powell, Production Control - Machine Shops; Clifton L. Sparks Jr., Welders; Robert B. Wine, Ashville Facilities.

Share-A-Ride

Each month, *Shipyard Bulletin* publishes a list of carpool and vanpool opportunities and bus services. For information about these listings, call the Public Relations office at 380-2341.

Several public transportation services to the Shipyard also are available. For information, call PENTRAN's Easyride at 838-RIDE, PENTRAN's James River Bridge Shuttle at 734-3344, Norfolk's TKT at 627-9291 or Middle Peninsula Ridershare at 759-4847. Also, W. Futrell offers transportation from the Chesapeake/Portsmouth/Pughsville areas. Call Futrell at 485-2822 for details.

From	Shift	Name	Number	Wanted
Suffolk	7:00-4:00	M. S. King	539-5471	Riders
Hampton/ to Bldg. 800	7:30-4:30	Bob Armentrout	688-2037	Ride
Buckroe Beach area	7:30-4:30	Jim Rogers	380-2963	Ride
Hampton/ Farmington	7:00-4:00	Orlando Sennel	838-9758	Ride
Williamsburg/ Sipwith	5 pm-1 am	Michael Madison	253-1023	Ride
Portsmouth	4:00-Midnight	Gregory White	483-9727	Ride/Vanpool
Smithfield	7:30-4:30	A. A. Davis	380-4024	Ride/Vanpool

Shipyard Bulletin

Shipyard Bulletin is published monthly by the Public Relations Division of Newport News Shipbuilding.

Have an idea for an article we might like to print? Send it, along with letters, address changes and additions to the mailing list to:

Lynda J. Whitley, Editor
Nancy A. Hudson, Typesetter
Thomas J. Oids, Manager
Employee Communications

Newport News Shipbuilding
4101 Washington Ave.
Newport News, VA 23607
(804) 380-2341

Proclamation

City of Springfield, Illinois

WHEREAS, the United States Aircraft Carrier Abraham Lincoln (CVN 72) has been constructed for the United States Navy by Newport News Shipbuilding, under the Presidency of Edward J. Campbell; and

WHEREAS, the launching of this carrier at Newport News, Virginia, on February 13, 1988, splashes great honor all the way back to the State of Illinois--known officially as the "Land of Lincoln"--and especially upon the City of Springfield where Abraham Lincoln "lived a quarter of a century" and about which he himself said on February 11, 1861, "To this place, and the kindness of these people, I owe every thing," and where he "passed from a young to an old man," and where his "children have been born," and

WHEREAS, Ronald Reagan, President of the United States and Commander-in-Chief of all its military and naval might, is another native son of Illinois, and an Honorary Colonel in its Militia; and

WHEREAS, Mrs. James R. Thompson, wife of Illinois' Governor and a resident of Springfield, Illinois, is the Matron of Honor at this notable event; and

WHEREAS, Admiral Albert Herman Trost, Chief of Naval Operations, is a native son of Illinois, also; and

WHEREAS, Captain Jack Dantone has been selected to be the Commander of this vessel named for the immortal Abraham Lincoln, 16th President of the United States and Commander-in-Chief of all the Union military and naval forces during the Civil War; and

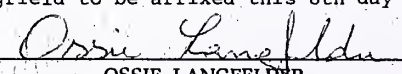
WHEREAS, several citizens of Springfield, Illinois, have been invited to this launching because of their involvement with the research necessary for this august occasion,

NOW THEREFORE, I, Ossie Langfelder, Mayor of the City of Springfield, Illinois, do hereby proclaim Saturday, February 13, 1988 as

AIRCRAFT CARRIER ABRAHAM LINCOLN DAY

in the City of Springfield congratulates all those connected with this most historic and proud moment in United States history.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Official Seal of the City of Springfield to be affixed this 8th day of February, 1988.


OSSIE LANGFELDER
MAYOR



Nuclear Carrier Launched

NEWPORT NEWS, Va., Feb. 15 (AP) — The \$2.7 billion nuclear aircraft carrier Abraham Lincoln was christened and launched here Saturday. The 1,092-foot ship is the Navy's fifth Nimitz class nuclear-powered carrier. All have been built at the Newport News Shipbuilding and Dry Dock Company, where a sixth Nimitz carrier, the George Washington, is scheduled for completion in 1991.

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*The Presidential Yacht Trust
and
The U.S.S. Abraham Lincoln
Commissioning Committee
cordially invite you to
a Cocktail Buffet
Dockside
The Presidential Yacht
Sequoia
Saturday, July 16, 1988
7 pm - 10:30 pm*

*Navy Pier
Chicago*

*R.S.V.P.
Military: Dinner Dress
White Jacket
Civilian: Black Tie Optional*

The Presidential Yacht Trust is a non-profit, bi-partisan, tax exempt corporation chartered in 1981 for the purpose of acquiring, restoring, and preserving historical yachts. The first such yacht to benefit from the Trust's activities is the former Presidential Yacht Sequoia. This symbol of American political heritage, serving American Presidents from Herbert Hoover through Gerald Ford, has been designated a National Historic Landmark. The Sequoia will be returned to the U.S. Navy at transfer ceremonies in November 1988 for use into perpetuity by the President of the United States.

When the Navy named one of its newest aircraft carriers "Abraham Lincoln" recently, Illinois joined the list of states with "namesake" ties to the Navy. To honor the state's most famous son, Secretary of the Navy James Webb invited the State of Illinois to sponsor the Fall 1989 commissioning activities when the 95,000 ton ship will officially join the fleet.

To commemorate the honor of having this ship named for Abraham Lincoln, Governor James R. Thompson has invited a group of prominent business and community leaders from Illinois to coordinate and sponsor the state's participation in the commissioning events under the auspices of the USS Abraham Lincoln Commissioning Committee.

U.S.S. ABRAHAM LINCOLN COMMISSIONING COMMITTEE
BOARD OF DIRECTORS

Morvin R. Strunk, Chairmon	Williom C. Fox
Joel D. Gingiss, Event Co-choirmon	Robert Gibson
Williom R. Stoecker, Event Co-choirmon	Louis Liroy
Dwoyne O. Andreas	Morris Liebmon
G. Roymond Becker	Abraham Lincoln Morovitz
Barney Birger	Stephonie Morsholl
A. Andrew Boemi	Rolph G. Newmon
Roy Burroughs	C. Williom Pollard
Morgoret A. Cartier	Ronold L. Thompson
Jock Clarke	Fronk R. Zimmermon
Stonton Cook	Cmdr. Joseph S. Rank (exofficio)
Colvin C. Covert	

Chicago Scene



Judge Abraham Lincoln Marovitz (from left), committee chairman Marvin R. Strunk and Philip Corboy.



Lincoln buff Mike Devine (above); John and Mary Kathryn Hartigan, daughter Carol tour presidential yacht.

Land of Lincoln buoys the giant 'USS Abe'

Text by Barbara Mahany

Photos by John Bartley

The nuclear carrier USS Abraham Lincoln, all 95,000 tons of it bobbing in the waters of the naval yard in Norfolk, Va., even as we write, is nowhere near ready for its coming-out party late next year.

But that didn't stop some 200 admirers of Abe and the U.S. Navy from docking themselves at Navy Pier recently for an elegant little dinner that marked the beginning of what is hoped will become a special bond between the Big Ship and her state.

During cocktail time on the terrace, guests were able to tour the presidential yacht Sequoia, tied up to the pier (but no drinks on board, thank you). Dinner was served on the second deck walkway, festooned with red, white and blue.

When the aircraft carrier Lincoln was so named, former Secretary of the Navy James H. Webb Jr. invited Illinois to sponsor and participate in its 1989 commissioning.

"Lincoln in the state of Illinois, well that's like motherhood

around here," said Marvin Strunk, retired president and chief executive of Madison Bank and Trust, who was tapped by Gov. Thompson to chair a panel of high-powered Illinoisans to cement that ship-to-state bond.

The USS Abraham Lincoln, when commissioned in November, 1989, will be the fifth nuclear-powered carrier of the Nimitz class.

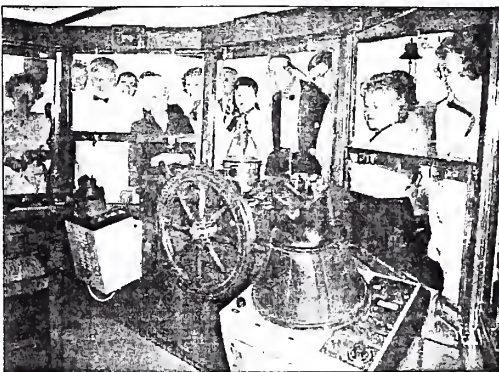
At 1,092 feet, the Lincoln is longer than three football fields. Its flight deck is 4.5 acres.

It will be home to 6,000 sailors. And, if stood on its end, the ship would be just 37 feet shorter than the John Hancock Building.

The Thompson-appointed panel, the USS Abraham Lincoln Commissioning Committee, with a board of directors of 23 corporate and civic leaders, is, of course, expected to raise the cash (several hundred thousand) to fund a slew of projects—including the cost of the carrier's commissioning in Newport News, Va.

But more important, says Strunk, is the Land of Lincoln's "adoption" of the aircraft carrier's crew.

"We want the crew to really feel the state is interested in them," said Strunk, himself a crewman aboard a Navy destroyer in the



Guests at the Navy Pier dinner view the Sequoia pilothouse.

Pacific during World War II. "And we want to reinforce the memory of Abe Lincoln."

The committee, weighted heavily with Lincoln buffs such as U.S. District Judge Abraham Lincoln Marovitz and Mike Devine, chairman of the Illinois Historical Agency, already has a long list of plans to carry out their mission.

On board, the Illinoisans plan to furnish a Lincoln library filled with writings of and about the namesake president, and, right at the ship's quarterdeck, a Lincoln room will be filled with artifacts. Throughout the ship will be hung

60 portraits, taken during Lincoln's presidency.

Strunk said the committee also will see to it that personal computers—a luxury the Navy does not provide—and athletic equipment are stowed aboard.

On shore, the Lincoln sailors will not be forgotten. Although the focus of the panel's activity will be the commissioning and its attendant festivity, there are many plans to bring crew members to Illinois.

"The whole program is good for the state, for the Lincoln image, for the crew," Strunk said.

 ILLINOIS CELEBRATES THE
COMMISSIONING OF THE
USS ABRAHAM LINCOLN



Abraham Lincoln



Abraham Lincoln

Satisfactory and important as have been the performances of the heroic men of the Navy at this interesting period, they are scarcely more wonderful than the success of our mechanics and artisans in the production of war vessels which has created a new form of naval power.

-Abraham Lincoln



Abraham Lincoln was extremely proud of his Union Navy -- proud of its heroic men, but also proud that the 1864 fleet represented the most advanced technology available.

Lincoln's pride was well justified, for it was through his efforts that an obsolete fleet of wooden sailing ships was transformed into a modern force of ironclad, steam-propelled vessels. The naval blockade conducted by this revitalized fleet contributed significantly to the defeat of the Confederacy.

The name of this beloved President has long been honored throughout the world. Now that great name has been given to a

great ship... a ship which represents today's most advanced naval technology, the USS Abraham Lincoln (CVN 72). It's a fitting tribute to a Commander in Chief who recognized the importance of naval strength in maintaining our country's superiority in times of both conflict and peace.



The Abraham Lincoln, the Navy's fifth Nimitz-class aircraft carrier, is the largest military

ship ever constructed. Construction of this giant has taken nearly five years and more than 40 million man-hours.

At 1,060 feet, she is longer than three football fields placed end to end, and she weighs more than 96,000 tons. Powered by two nuclear reactors, she is capable of more than 30 knots. From her 4.5 acres of flight deck, four powerful steam catapults can accelerate 37-ton jets from zero to 140 knots for takeoff in only 250 feet. Four steel cables several inches in diameter drag them to a stop for a landing in even less space.

When her air wing of 90 aircraft is aboard, complete with pilots and support people, the ship will be home to more than 6,000 sailors.

After extensive operational testing at sea, the Abraham Lincoln will be officially commissioned into active naval service in November, 1989. The State of Illinois has been invited by the Secretary of the Navy to sponsor the commissioning activities.

To coordinate these activities, Governor James R. Thompson has named a USS Abraham Lincoln Commissioning Committee of prominent business and civic leaders from across the state. The committee is chaired by Marvin R. Strunk, recently retired as president and chief executive officer of Madison Bank and Trust Company of Chicago.

The stated purposes of the committee are to sponsor the activities and program at the commissioning of the ship, to place aboard the ship items that will depict the life of President



Lincoln, and to create a lasting bond between the people of Illinois and the crew of the USS Abraham Lincoln.

Among special activities now being planned are:

- Commemorating the historic commissioning day with appropriate activities and mementos for crew members and guests.
- Developing an informational program to encourage interest both in Lincoln himself and in his namesake ship. This program will be made available to schools, civic and service organizations and other interested groups throughout Illinois. It will include both a Speakers' Bureau and videotape dramatizing Lincoln's commitment to naval strength and an interview with the captain of the USS Abraham Lincoln.
- Equipping a room aboard the USS Abraham Lincoln with Lincoln memorabilia and artifacts to serve as a constant reminder to her crew and to the thousands who visit the ship each year of the rich heritage the ship's name implies.
- Demonstrating appreciation for the crew of the Abraham Lincoln by providing morale-building outlets for their off-duty time, including exercise equipment, personal computers and software, Lincoln-related literary materials and other recreational equipment.
- Donating replicas of the china and silver service used in the White House during Lincoln's presidency for use on ceremonial occasions and in diplomatic entertaining.

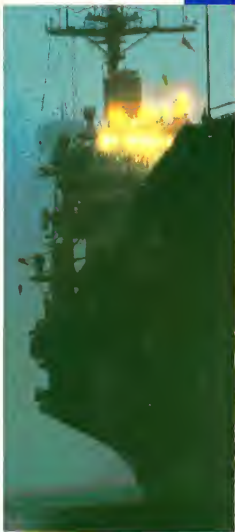
The committee will seek the support of businesses and individuals in the State of Illinois to help fund the planned activities

Throughout his life, but especially during his presidency, Abraham Lincoln was respected for his strength and courage, as well as his deep compassion and desire for peace. As she sails throughout the world, the aircraft carrier USS Abraham Lincoln will be a highly visible symbol of this nation's strength and resolve -- the qualities so clearly demonstrated by the great man for whom the ship is named.

Abraham Lincoln

COMMISSIONING
COMMITTEE

Marvin R. Strunk,
Chairman
Dwayne O. Andreas
G. Raymond Becker
Barney Birger
A. Andrew Boemi
Ray Burroughs
Margaret A. Cartier
John Clarke
Stanton Cook
Calvin C. Covert
William C. Fox
Robert Gibson
Joel D. Gingiss
Morris I. Leibman
Louis Liay
Hon. Abraham Lincoln
Marovitz
Stephanie Marshall
Ralph G. Newman
C. William Pollard
William J. Stoecker
Ronald L. Thompson
William W. Wirtz
Frank Zimmerman
Cmdr. Joseph S. Rank
(ex officio)



FOR FURTHER INFORMATION, CONTACT:

USS Abraham Lincoln
Commissioning Committee
State of Illinois Center, Suite 16-100
100 West Randolph
Chicago, IL 60601
Attention: Marvin R. Strunk,
Chairman
312/917-2121

ILLINOIS CELEBRATES THE
COMMISSIONING OF THE
USS ABRAHAM LINCOLN



Abraham Lincoln

U.S.S.

CVN 72

★ ★ ★

Abraham Lincoln

Report from the Commissioning Committee

Vol. 1

No. 1

November, 1988



Message from the Chairman

by Marvin Strunk

This newsletter will be the Commissioning Committee's method of communicating our activities to everyone who is interested in this exciting project.

I am delighted to see the cooperation we are receiving from so many people throughout the State: the Navy, the State of Illinois, historians, Lincoln buffs, people interested in the Navy and this project, and, of course, our Board of Directors and the Commissioning Committee.

The Board of Directors consists of 24 men and women appointed by Governor Thompson. Our Commissioning Committee includes people who would like to help celebrate the commissioning of this great ship. We plan to use their diverse talents and resources in a variety of ways. If you would like to be part of this group, now 95 men and women, contact me or any member of the Board of Directors.

One of our primary objectives is to recognize the contribution the officers and men of the Navy make to our defense. It is our hope that in all our activities, efforts and events, we keep the crew of the U.S.S. Abraham Lincoln in the forefront of our thoughts.

To be able to impart to the crew of this great ship an understanding of the character and beliefs of President Lincoln will be one of our more fascinating and worthwhile endeavors. There are many ways we can keep President Lincoln in the minds of the crew. One of our ideas is to place pictures of Mr. Lincoln with his quotes in various locations aboard the ship.

It has been a pleasure to have the opportunity to meet and work with Captain Jack Dantone, and we wish him well in his new assignment as Commander of the U.S.S. Dwight D. Eisenhower. Meanwhile, we look forward to working with Executive Officer Stanley Bryant and with the new Commanding Officer who is expected to be named soon.

Governor Appoints Commissioning Committee



Pictured above is the U.S.S. Dwight D. Eisenhower, sister ship of the U.S.S. Abraham Lincoln

November, 1989 is the date set for the official commissioning of the U.S.S. Abraham Lincoln, the largest military ship ever constructed.

The State of Illinois has been invited by the Secretary of the Navy to sponsor the commissioning activities, and to coordinate these special events, Governor James R. Thompson named a Commissioning Committee Board of Directors of prominent business and civic leaders from across the state.

The committee is chaired by Marvin R. Strunk, recently retired as president and chief executive officer of Madison Bank and Trust Company of Chicago.

Other members of the Board of Directors include Dwayne O. Andreas, G. Raymond Becker, Barney Birger, A. Andrew Boemi, Ray Burroughs, Margaret A. Cartier, John Clarke, Stanton Cook, Calvin C. Covert, William C. Fox,

Robert Gibson, Joel D. Gingiss, Morris I. Leibman, Louis Liay, Hon. Abraham Lincoln Marovitz, Stephanie Marshall, Ralph G. Newman, C. William Pollard, William J. Stoecker, Ronald L. Thompson, William W. Wirtz, Frank Zimmerman and Cmdr. Joseph S. Rank, ex officio.

The committee's charge will be to sponsor the activities surrounding the formal commissioning of the ship, to place aboard the ship items that will depict the life of President Lincoln, and to create a lasting bond between the people of Illinois and the crew of the U.S.S. Abraham Lincoln.

Plans are now underway for special activities including:

- Commemorating the historic commissioning day with appropriate activities and mementoes for crew members and guests.
- Developing an informational program to encourage interest both in Lincoln himself and in his namesake ship.
- Placing Lincoln memorabilia on the ship to serve as a permanent reminder of the rich heritage of the ship's name.
- Providing morale-building outlets aboard ship for the crew's off-duty hours, including exercise equipment, personal computers and software.
- Donating replicas of the china and silver service used in the White House during Lincoln's presidency for use on ceremonial occasions and in diplomatic entertaining.

The committee will seek the support of businesses and individuals in the State of Illinois to help fund the planned activities.



From the Bridge

Editor's Note: This message was prepared for this newsletter by Captain Jack Dantone, at that time Commanding Officer of the U.S.S. Abraham Lincoln Precommissioning Unit. Captain Dantone has since been reassigned to the command of the U.S.S. Dwight D. Eisenhower, but we thought you'd enjoy his message anyway.

Construction on Abraham Lincoln is progressing so well, I'm almost afraid to note it for fear that something will change. I'm knocking on wood. We've benefitted by following closely behind the U.S.S. Theodore Roosevelt (CVN 71). The shipbuilder is smarter and so are we. The result is fewer problems with quality and acceleration of the building process.

Our ship is coming alive. Our crew is working aboard, operating equipment, overseeing construction and training. We've accepted most of the propulsion spaces and equipment and many other compartments throughout the ship. In the spring, we'll actually move aboard permanently and set up "housekeeping" and a daily routine. This time next year, we'll be underway! I think I'll name one of our mooring lines "Illinois" so that when we take in all lines, we'll take Illinois to sea with us.

Captain J. J. Dantone



Captain J. J. Dantone

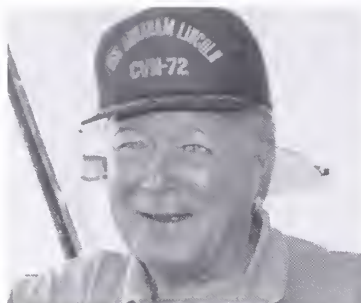
Dantone Reassigned

Captain Jack Dantone, formerly Commanding Officer of the U.S.S. Abraham Lincoln Precommissioning Unit,

recently received a change of orders, becoming Commanding Officer of the U.S.S. Dwight D. Eisenhower, another of the Navy's Nimitz-class aircraft carriers.

Executive Officer Stanley W. Bryant, recently promoted to Captain, has assumed temporary command of the U.S.S. Abraham Lincoln Precommissioning Unit.

A permanent replacement for Captain Dantone is expected to be named shortly.



Norman Ross

Video Production Nearing Completion

Final editing is now being completed on a videotape presentation highlighting the U.S.S. Abraham Lincoln and the ties it shares with the State of Illinois and to the strong heritage of the beloved President.

Although his role as a naval builder and strategist is not well-known, Lincoln was instrumental in the development of a strong Navy during the Civil War, an action which in many ways laid the groundwork for today's modern fleet.

When Lincoln came to office, the naval force of the United States consisted of some 588 vessels, many of them obsolete wooden sailing ships. Determined to build the needed naval power, Lincoln worked with naval officers and technologists to transform the fleet into an iron-clad, steam-propelled force. At the time of his death on April 14, 1865, the United States Navy was the strongest and most powerful in the world.

The video highlights Lincoln's strong commitment to the Navy. It will be made available at no cost to schools, civic organizations and other groups who wish to learn more about the carrier and the activities which will commemorate the commissioning in November, 1989.

The video is narrated by Norman Ross, a long-time Chicago broadcaster and a prominent corporate executive who is well-known for his activities in civic improvement.

Anyone who wishes to use the tape may contact Marvin Strunk, Commissioning Committee chairman, at 312/917-2121.

Recruit Class Induction

Ceremonies on October 19 marked the happy occasion of the induction for members of a very special recruit class from Illinois who will train at the Great Lakes Naval Training Center.

Upon graduation the 80 men will be assigned to the U.S.S. Abraham Lincoln.

"I'm excited about having them on board, because they represent a cohesive, extraordinarily motivated bunch of guys that will support each other," said Captain Bryant.

"Their identification with the state, with Abraham Lincoln and with each other will cause nice things to happen aboard the ship, too. It will be a shot in the arm to us."

Facts and figures about the U.S.S. Abraham Lincoln (CVN 72)

Class: The nation's fifth Nimitz-class aircraft carrier.

Size: The largest military ship ever constructed.

Length: 1,060 (longer than three football fields)

Weight: 96,000 tons

Beam: 134 feet

Flight Deck Width: 252 feet

Power Plant:

Two nuclear reactors

Four geared steam turbines

Four shafts (260,000 shaft horsepower)

Speed: More than 30 knots

Number of Aircraft: 90

Personnel on Board:

Ship's Company: 3,000

Air Wing: 3,000

Facilities on Board:

Retail sales

Barber Shop

Restaurants (3)

2,000 telephones

Water distilling capability of 400,000 gallons per day

Construction Time:

Five years to complete

40 million manhours

Builder:

Newport News Shipbuilding

Publication highlights U.S.S. Lincoln

The U.S.S. Abraham Lincoln was featured in *Prime Mover Control*, a publication of the Woodward Governor Company of Rockford, Ill., complete with a color photo showing the lifting into place of the ship's 600-ton bow section.

Woodward's Engine and Turbine Controls Division has supplied 64 pieces of equipment for the Lincoln, as they have for the four other Nimitz-class aircraft carriers.

Calvin C. Covert, Woodward chairman and chief executive officer, is a member of the Lincoln Commissioning Committee.



Sequoia in Chicago

A shipboard dinner in mid-July helped bring attention to the plans of the U.S.S. Abraham Lincoln Commissioning Committee. Among the 200 special guests who toured the presidential yacht Sequoia tied up at Navy Pier in Chicago were (from left) Judge Abraham Lincoln Marovitz, a member of the committee; Marvin R. Strunk, committee chairman; and Philip Corboy.

Dignitaries, Guests Gather to See U.S.S. Lincoln Christened

The bitter, biting winds of February whipped across the James River, but the day dawned bright and clear — a beautiful day for a very special event, the launching of the U.S.S. Abraham Lincoln.

Warmed by their excitement and enthusiasm, more than 3,500 guests braved the icy weather on February 13 for the historic opportunity to see the great ship christened. If the sound of applause was somewhat muted by mittens and gloves, it was no less heart-felt.

"As the Lincoln sails through the seas and oceans of the world," Secretary of Defense Frank C. Carlucci told the crowd, "this aircraft carrier will send a clear and unambiguous message to friends and enemies alike that we have every intention of remaining true to our commitment to freedom." Other speakers included Illinois Governor James R. Thompson and former Secretary of the Navy James H. Webb, Jr.

JoAnn Webb, the Secretary's wife, was on hand to christen the ship with the traditional bottle of champagne. Serving as her Matrons of Honor were Jayne C. Thompson, wife of Governor Thompson, and Donna K. Woody, Mrs. Webb's sister.

Hundreds of brightly colored balloons filled the winter skies, to the accompaniment of the sound of ship's whistles and music from the Shipyard Band and Chorus.

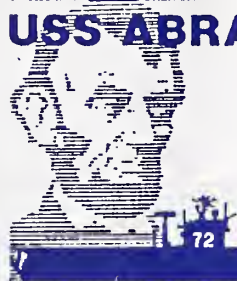
The spirit of Abraham Lincoln was evoked by Edward J. Campbell, president and chief executive officer of Newport News Shipbuilding, builders of the giant ship.

"I think he would have understood the miracle and marvel of engineering and craftsmanship that's gone into this ship. He would know the skill and the sweat and the dedication of the people who are building it, and he would know even more of the skill and the sweat and the devotion of the people who will crew it," Campbell said.

"And most importantly, I believe he would have understood the need for this vessel to maintain the peace around the world."

U.S.S. Abraham Lincoln
Commissioning Committee
State of Illinois Center, Suite 16-100
100 West Randolph
Chicago, IL 60601
Attention: Marvin R. Strunk





COLLECTIBLE LICENSE PLATE



Enclosed is my check for \$_____. \$15.00 per plate plus \$2.00 shipping and handling.

SHIP TO:

Name _____

Address _____

Phone _____

PLEASE REMIT TO:

Donald R. Taylor • P.O. Box 7 • Montgomery, IL 60538

USS ABRAHAM LINCOLN COMMISSIONING COMMITTEE



CVN-72

NOTICE TO ALL COMMISSIONING COMMITTEE MEMBERS

Don Taylor has received approval from the Secretary of State's office for "Special Event" license plates. The plates may be displayed on Illinois registered vehicles from September 12, 1989 to Nov. 11, 1989. Send \$25.00 plus \$3.00 for shipping

to: Donald R. Taylor
P.O. Box 7
Montgomery, IL 60538

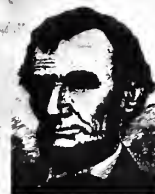
Please send copy of your vehicle registration card.

If you have a preference for a number between 2 and 200 please specify.

Preference: Number 1 _____
Number 2 _____
Number 3 _____

DRT/kg

HELP ILLINOIS CELEBRATE THE COMMISSIONING OF THE USS ABRAHAM LINCOLN!



CVN-72

On November 11, 1989, the Nimitz-class aircraft carrier USS Abraham Lincoln will be commissioned for service in the United States Navy. It will at that time officially join America's naval fleet as the newest and largest naval vessel ever built.

Proud Illinoisans: Show your support!

Illinois has been invited by the Secretary of the Navy to coordinate the commissioning activities. The Abraham Lincoln Commissioning Committee encourages Illinois corporations and individuals to be a part of this honor for our state. Funds will be used for:

- Commemorating the historic commissioning day with appropriate activities and mementos for crew members and guests.
- Establishing the ship's Lincoln Room, which will contain museum quality exhibits relating to Abraham Lincoln's life.
- Providing the crew with morale-building outlets for their off-duty time, including exercise equipment, personal computers and a library.

Here's how you can help!

A navy blue and gold Captain's Cap, a color poster and a signed, numbered print measuring 15" X 22 1/2" are being sold to help raise funds. To order, please mail in the coupon below.



Proudly proclaim your support by wearing this handsome Captain's Cap. (\$10, plus postage and handling). Gold lettering on navy blue. Adjustable.



At 1 060 feet and 96 000 tons, the USS Abraham Lincoln is longer than three football fields placed end to end. Powered by two nuclear reactors, she is capable of more than 30 knots. Once the carrier is operational, she will be home to 90 aircraft and 6 000 Navy personnel, many of them Illinoisans. This artist's rendition is available as a color poster (\$8, plus postage and handling) or as a signed, numbered print (\$49, plus postage and handling).

★★★★ USS ABRAHAM LINCOLN ORDER COUPON ★★★★★

City _____
Captain's Cap:
 — \$10 each, plus \$3 postage and handling
Poster:
 — 1 \$8 each, plus \$3 postage and handling
Numbered print, signed by artist and Captain:
 — \$49 each, plus \$3 postage and handling

Check/money order enclosed for \$ 11.00
 Please make check or money order payable to USS Abraham Lincoln Commissioning Committee.

Please charge to my: _____ VISA _____ MasterCard

Account #: _____
 Exp. Date: _____

Louis A. Warren Lincoln Library
 and Museum
 Name

1300 S. Clinton St.
 Address Apt.
 Fort Wayne, IN 46801
 City/State/Zip

Signature _____

Mail to: USS Abraham Lincoln
 Commissioning Committee, P.O. Box 239,
 Bellwood, IL 60104.

Chicago Tribune

Allow 4-6 weeks for delivery

USS ABRAHAM LINCOLN COMMISSIONING COMMITTEE



CVN-72

State of Illinois Center • 100 West Randolph, Suite 16-100 • Chicago, Illinois 60601 • 312/917-2121

Marvin R. Strunk
Chairman
312/446-1555

Dear Friend of the USS Abraham Lincoln:

Board of Directors

Dwayne O. Andreas
G. Raymond Becker
Barney Birger
A. Andrew Boemi
Ray Burroughs
Margaret A. Cartier
Jack Clarke
Stanton Cook
Calvin C. Covert
William C. Fox
Robert Gibson
Joel D. Gingiss
Morris I. Leibman
Louis Liay
Abraham Lincoln Marovitz
Stephanie Marshall
Ralph G. Newman
C. William Pollard
William J. Stoecker
Ronald L. Thompson
William Wirtz
Frank R. Zimmerman
Cmdr. Joseph S. Rank
(*exofficio*)

On November 11, 1989, we will honor one of Illinois' most famous citizens when the USS Abraham Lincoln, a Nimitz-class aircraft carrier, is commissioned in Norfolk, Virginia.

It is exciting to see a ship "come alive" for the first time, and we anticipate a crowd of about 25,000 people to be present to share this historic event with us.

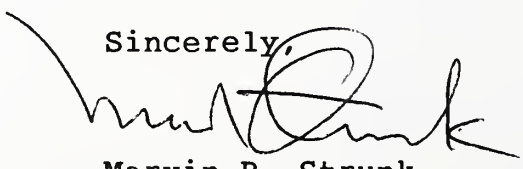
The Committee will be placing artifacts on board so that the story of Abraham Lincoln, a symbol of strength, courage and equality, can be told to the thousands who visit the ship as it sails throughout the world. A room adjacent to the quarterdeck will contain museum quality exhibits of his life and Lincoln portrait reproductions and quotes will be displayed throughout the ship.

In addition, we will provide the crew with athletic equipment, a library, personal computers and, of course, the traditional Plankowner's dinner.

We are asking you to share in this historic occasion. The government does not provide funds for these purposes. The money needed to complete this project must come from individuals such as yourself. I am enclosing a "Join the USS Abraham Lincoln Crew" form, please complete it and send it with your contribution as soon as possible. We need your help.

Thank you for your support, I look forward to hearing from you soon.

Sincerely,



Marvin R. Strunk
Chairman

Join the USS Abraham Lincoln Crew



Join the crew of the nation's newest and largest aircraft carrier—the USS Abraham Lincoln (CVN-72)—to celebrate her commissioning on November 11, 1989! Your tax-deductible support will make you an honorary crew member and demonstrate your deep pride in your country and your state. All contributions will be used to help ensure fitting memorable commissioning activities and to create a continuing relationship between the crew of the ship named for Illinois' most famous citizen and the citizens of his beloved home state.

Honorary Plank Owner

A plank owner is a member of a ship's crew at the time of its commissioning. In recognition of your tax-deductible contribution of \$1,000, you will be listed as an Honorary Plank Owner and will receive:

- Honorary Plankowner's certificate
- USS Abraham Lincoln baseball cap
- USS Abraham Lincoln ship's patch
- USS Abraham Lincoln poster (suitable for framing)

Honorary Crew Member

A tax-deductible contribution of \$500 will see you named an Honorary Crew Member. You'll receive:

- Honorary Crew Member certificate
- USS Abraham Lincoln poster (suitable for framing)

Other Contributions

Contributions in any amount will be welcomed. All contributors will be appropriately recognized.

USS

Abraham Lincoln

I WANT TO COME ABOARD!

CVN 72 ★ ★ ★

My individual pledge is:

\$1,000 _____

\$500 _____

\$250 _____

☐ Check enclosed

100 _____

50 _____

Other _____

☐ Bill me

Name _____

Address _____

City _____ State _____ Zip _____

Make checks payable and send to:

Contributions are
tax deductible

USS Abraham Lincoln Commissioning Committee
State of Illinois Center
100 West Randolph Street—Suite 16-100
Chicago, IL 60601
312 917-2121

NEWS RELEASE

**PUBLIC AFFAIRS OFFICE
COMMANDER NAVAL AIR FORCE
U.S. ATLANTIC FLEET**



**NAVAL AIR STATION
NORFOLK, VA 23511**

TELEPHONE: 444-3373/4 AUTOVON: 564-3373/4

October 27, 1989

FOR IMMEDIATE RELEASE

REL #50-89

ABRAHAM LINCOLN TO BE COMMISSIONED

Norfolk, VA. -- Seventeen thousand invited guests are expected to attend the commissioning ceremony for the Navy's newest nuclear-powered aircraft carrier -- ABRAHAM LINCOLN -- which will be commissioned Veteran's Day, at 11 a.m., Saturday November 11, 1989, at pier 12 of the Norfolk Naval Station.

Secretary of Defense Dick Cheney will be the principal speaker. ABRAHAM LINCOLN is the fifth Nimitz-class carrier and only the second Navy ship to bear the name of the country's 16th president. The ship's commanding officer is Captain William B. Hayden.

The ship cost more than three billion dollars to build and carries a crew of about 6,000 when the air wing is embarked. USS ABRAHAM LINCOLN will carry about 90 aircraft, including the F-14A Tomcat fighter, the dual purpose fighter and attack F/A-18 Hornet, the airborne early warning aircraft E-2C Hawkeye, the anti-submarine aircraft S-3A Viking, the medium attack aircraft A-6E Intruder, the electronic warfare jet EA-6B Prowler and the helicopter SH-3H Sea King. ABRAHAM LINCOLN will be homeported on the west coast within the next year at a location to be announced.

The carrier was built by Newport News Shipbuilding and Drydock Company. Her keel was laid on November 3, 1984, and she was christened and launched on February 13, 1988. ABRAHAM LINCOLN conducted successful sea trials during September 1989, getting underway for the first time under her own power on September 11 and receiving her first aircraft, an SH-3H helicopter, that same day.

Due to the large number of people already indicating their attendance at the commissioning ceremony, there is no additional seating available at the ceremony.

- USN -

Aircraft carrier will carry a bit of state history



William H. Upham
Wisconsin governor
1895-1897

By JAY JOSLYN
Sentinel staff writer

The commissioning of the USS Abraham Lincoln Saturday at the Norfolk Naval Station in Norfolk, Va., will recall a bit of Wisconsin history.

Attending the ceremony will be William H. Upham II, the son of Gov. William H. Upham, a Civil War veteran who went to West Point on the personal appointment of President Abraham Lincoln.

Upham will deliver a gift to the nuclear-powered aircraft carrier from the Milwaukee Civil War Round Table and the Military Order of the Loyal Legion of the United States.

The gift is three volumes of the papers prepared for the Lincoln Fellowship of Wisconsin over its 49 years of existence.

The fellowship papers will fit into the more monumental gift delivered by the State of Illinois when the carrier was launched. The state endowed the carrier with a complete library on Lincoln.

"What can be said of our gift," Upham said, "is that it didn't cost the taxpayers a cent."

Upham's father enlisted in the Belle City Rifles in Racine in answer to Lincoln's call for men after Fort Sumter was fired on in April 1861.

The Rifles were mustered into the Army as Company F, 2nd Wisconsin Infantry, which became a part of the Iron Brigade organized by former Milwaukee Sentinel Editor Rufus King.

Upham was severely wounded at the Battle of Bull Run, July 2, 1861, and was captured when the Confederates overran the hospital in which he and 400 other federal wounded laid.

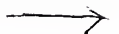
He was taken to Richmond, Va., and held in Libbey Prison.

Upham was listed as killed. He was one of the four Racine soldiers honored in the memorial services held in the city after the battle.

In the spring of 1862, Upham was lucky enough to be included in a rare exchange of prisoners and was brought to Washington, D.C., where he was presented to President Lincoln.

SEE PAGE 4 / UPHAM

Milwaukee Sentinel,
Nov. 9, 1989



USS Abraham Lincoln to carry state history

UPHAM / FROM PAGE 1

Lincoln appointed 11 soldiers to West Point in 1862. Two of them were from Wisconsin — Upham and Charles King, son of Brig. Gen. Rufus King. The two lasted out the four-year course that had reduced their class numbers from 108 to 39.

Commissioned a 2nd lieutenant in the artillery in 1866, Upham was assigned to Fort Monroe to be a part of the guard over the imprisoned Confederate President Jefferson Davis.

Because Davis had spent considerable time as a US Army officer in Wisconsin where he married the daughter of his commanding officer — soon to be President Zachary Taylor — Upham and Davis were able to swap many stories about Wisconsin.

A description of his duty that has come down in the Upham family presents a vital picture of the defeated Rebel:

“He had long grisley hair and an uncut beard and was usually dressed in an old calico dressing gown. . . . On the table was usually a box of tobacco and pipes. Sitting on opposite side of the table with our feet resting on the table we would sit and chat until both of us were very sleepy. . . .”

Remarks by Ralph G. Newman, representing The Abraham Lincoln Association at the Dinner preceeding the commissioning of the USS Abraham Lincoln, Friday evening, 10 November 1989, Norfolk, Virginia.

Addressing himself to the Sailor's Fair at Boston--just 125 years ago on November 9, 1864, President Abraham Lincoln in a telegram said,

"To all, from rear admiral to honest Jack, I tender the nation's admiration and gratitude."

Tonight I appear on behalf of The Abraham Lincoln Association to express the gratitude and admiration of the nation's leading organization devoted to the understanding and appreciation of Lincoln's life. We are happy to play a small role in these ceremonies preliminary to the commissioning of the USS ABRAHAM LINCOLN.

The Abraham Lincoln Association was organized in 1908 to prepare for the 100th anniversary celebration of the birth of Abraham Lincoln, on February 12, 1909. Since that centennial year, with few interruptions, we have met in Springfield, Illinois and have welcomed as our Lincoln banquet speakers such

such eminent personalities as William Howard Taft, William Jennings Bryan, Booker T. Washington, Adlai E. Stevenson, Henry Cabot Lodge and Carl Sandburg.

Our original purpose was strictly celebratory, but since 1924 we have been credited with bringing high standards of professional scholarship to the study of the life of our Sixteenth President. In that year, Logan Hay, the grandson of Stephen T. Logan, Lincoln's second law partner and the cousin of John Hay, one of the President's secretaries, became the president of the Association and began to alter its purpose in the direction of collecting documents and sponsoring serious historical research. Logan Hay wanted the Association "to contribute something solid and lasting to the understanding and appreciation of Lincoln's life." Our first secretary, Paul M. Angle, met Mr. Hay's special requirements of training in research work. He was responsible for "Here I Have Lived," A History of Lincoln's

Springfield, and started work on a compilation of a day-by-day record of Lincoln's life. In 1960, several secretaries and decades later, this compilation became one of the great essential reference works of Lincolniana, Lincoln Day-By-Day: A Chronology, 1809-1865.

The Association and its first secretary became widely known and respected in 1929 when it denounced the publication in the Atlantic Monthly of the forged Lincoln--Ann Rutledge love letters.

The Abraham Lincoln Association's greatest contribution to Lincoln scholarship was the publication of The Collected Works of Abraham Lincoln in 1953. At the present time we conduct an annual Lincoln symposium, followed by a great banquet in Springfield. We also publish the Papers of the Abraham Lincoln Association.

In 1964 and 1965, Illinois sponsored the Land-of-Lincoln Pavilion at the New York World's Fair where we presented the Walt Disney audio-animatronic figure of Abraham Lincoln which was so effective that many of us associated with the project were accused of perpetrating a fraud by having an actual person portray the electro-mechanical figure.

Also on view in our building was one of the original manuscript copies of the Gettysburg Address. Because we greeted visitors from all over the world, we had on display the text of the immortal address in eight languages in addition to

English. Visitors could read Lincoln's words in French, Spanish, Greek, Latin, German, Japanese, Russian and Hebrew.

On behalf of The Abraham Lincoln Association I am honored to present to the USS Abraham Lincoln, this display of the multi-lingual Gettysburg Address in eight languages plus a reproduction of the original manuscript in English -- nine languages in all.

To Captain Hayden, we are pleased to give a copy of Here I Have Lived, the first book to be published by the Abraham Lincoln Association.

And to the crew of this great ship I quote from President Lincoln's letter to his good friend, James C. Conkling, written on August 26, 1863. Conkling had invited the President to attend a mass-meeting in Springfield. Lincoln regretted that he could not be present, but wrote a long letter the contents of which were made public. The President paid tribute to those who were fighting to save the Union in the course of which he wrote,

"Nor must Uncle Sam's Web-feet be forgotten. At all the watery margins they have been present. Not only on the deep sea, the broad bay, and the rapid river, but also up the narrow muddy bayou, and wherever the ground is damp, they have made their tracks. Thanks to all. For the great republic--for the principle it lives by, and keeps alive--for man's vast future--thanks to all."



USS Abraham Lincoln (CVN 72)





Welcome Aboard



W

elcome aboard USS Abraham Lincoln, named in honor of our nation's 16th President. ■ The fifth of the U.S. Navy's Nimitz-class aircraft carriers, this ship was built in Virginia by Newport News Shipbuilding at a cost of more than \$3 billion. Construction took nearly five years and more than 40 million man-hours. ■ USS Abraham Lincoln is charged with supporting America's tactical air capability and maintaining open sea lanes. As it carries out this mission on the oceans of the world, Lincoln brings a message of peace through strength. ■ The ship's logo, "Shall Not Perish," comes from Lincoln's own vision of our nation as described in his famous Gettysburg Address: *...that government of the people, by the people, for the people, shall not perish from the earth.* USS Abraham Lincoln and its crew are dedicated to those ideals. ■ We are pleased to have you on board as a guest of the ship and the Department of the Navy. We hope you enjoy this special opportunity to observe us in action. Again, welcome aboard!



Official logo and seal of USS Abraham Lincoln.



Welcome aboard USS Abraham Lincoln, named in honor of our nation's 16th President. ■ The fifth of the U.S. Navy's Nimitz-class aircraft carriers, this ship was built in Virginia by Newport News Shipbuilding at a cost of more than \$3 billion. Construction took nearly five years and more than 40 million man-hours. ■ USS Abraham Lincoln is charged with supporting America's tactical air capability and maintaining open sea lanes. As it carries out this mission on the oceans of the world, Lincoln brings a message of peace through strength. ■ The ship's logo, "Shall Not Perish," comes from Lincoln's own vision of our nation as described in his famous Gettysburg Address: *...that government of the people, by the people, for the people, shall not perish from the earth.* ■ USS Abraham Lincoln and its crew are dedicated to those ideals. ■ We are pleased to have you on board as a guest of the ship and the Department of the Navy. We hope you enjoy this special opportunity to observe us in action. Again, welcome aboard!



Official logo and seal of USS Abraham Lincoln.

With a bottle of champagne smashed across her bow, USS Abraham Lincoln was officially christened on February 13, 1988.  Christening is the public ceremony in which a new ship is formally named and launched—a shipbuilding tradition which has continued almost unchanged for hundreds of years.  Cold winter winds howled as a crowd of 3,500 shivering observers gathered at Newport News Shipbuilding to witness this historic event. The Honorable Jo Ann Webb, the ship's sponsor and wife of former Secretary of the Navy James H. Webb, Jr., broke the ceremonial champagne bottle across Lincoln's bow.  Secretary of Defense Frank Carlucci described the mission of USS Abraham Lincoln. "As it sails through the seas and oceans of the world, this aircraft carrier will send a clear and unambiguous message to friends and enemies alike that we have every intention of remaining true to our commitment

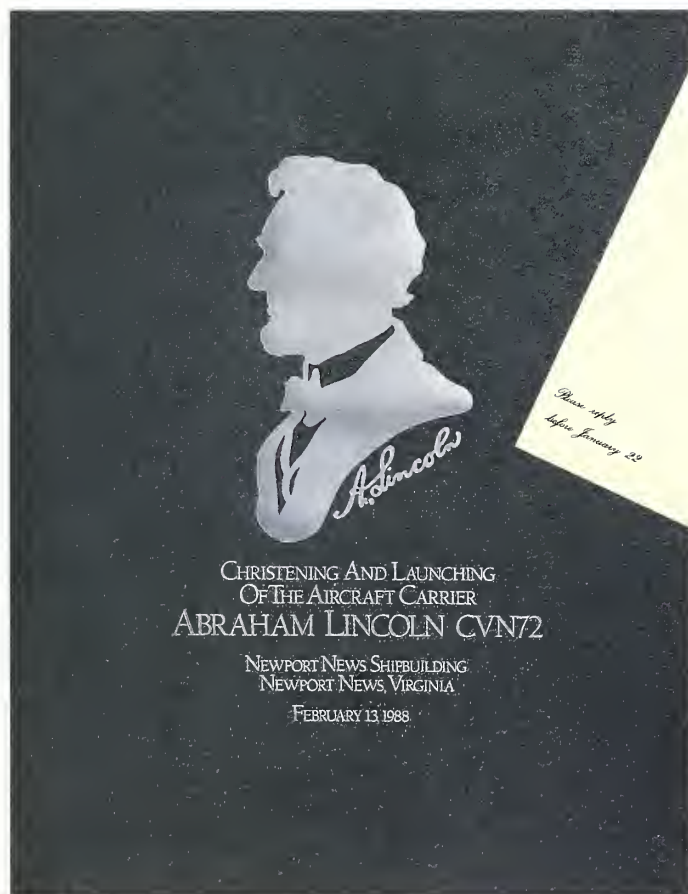
Christening



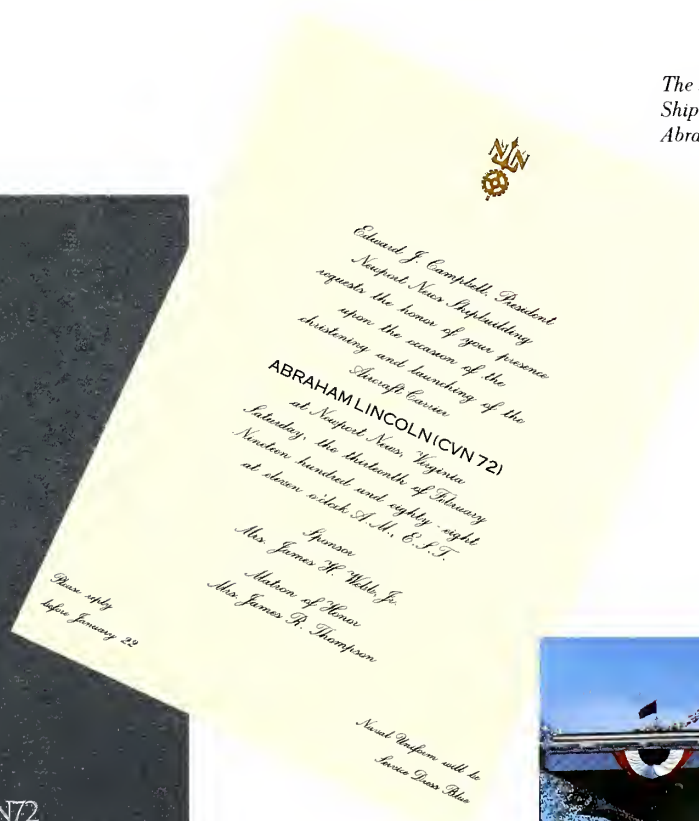
A silhouette of President Abraham Lincoln decorated the bow of his namesake ship for the christening ceremony.

to freedom.” ■ President and Chief Executive Officer Edward J. Campbell of Newport News Shipbuilding invoked the presence of Abraham Lincoln. “I think he would have understood the marvel of engineering, craftsmanship and technology that has gone into this ship,” Campbell said. “He would know the skill and sweat and dedication it takes to build such a ship. And most importantly, I believe he would have understood the need for its capabilities in the very complex and dangerous times in which we live today, and its potential contribution to the continuation of the freedom of this great country.” ♦ From that day on, the ship would carry with pride and honor the name of Abraham Lincoln, an able and courageous leader deeply respected and beloved not only by the citizens of his own country but also by others all around the world.

The invitation from Newport News Shipbuilding to the christening of USS Abraham Lincoln.



To commemorate the christening of the new aircraft carrier, each of the 3,500 guests attending the ceremony received a special christening brochure.



Christening celebration at Newport News Shipbuilding.

On November 11, 1989, more than 17,000 people gathered at Norfolk Naval Station in Norfolk, Virginia. They were there to share in the excitement and pageantry of the ceremony marking the commissioning of USS Abraham Lincoln, the U.S. Navy's newest and largest aircraft carrier. ■ Military bands played, and colorful balloons and banners waved while Navy officers and government officials addressed the crowd. Navy jets and propeller aircraft, which were representative of the aircraft that would fly from USS Abraham Lincoln, crossed the bright blue sky in a breathtaking aerial flyover. All contributed to the mood of celebration as the great ship officially entered the fleet. ■ Keynote speaker Dick Cheney, U.S. Secretary of Defense, called USS Abraham Lincoln a fitting tribute to

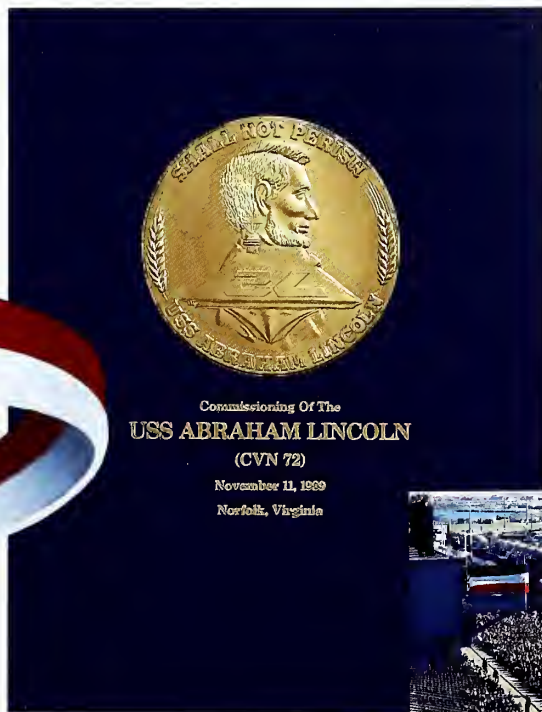
Commissioning



USS Abraham Lincoln's commissioning pennant was raised for the first time during the commissioning ceremony.

Ship's ball cap proudly bears the name of America's 16th President.

President Lincoln's legacy. Admiral Carlisle A. H. Trost, Chief of Naval Operations, told the crew: "Your victories and the victories of this proud ship will be measured in the wars that never came because you were there." A dramatic moment occurred when the ship's Commanding Officer, Captain William B. Hayden, issued the traditional order: "Bring the ship to life." The ship's first watch was stationed and her commissioning pennant was hoisted up the bare mast. Soon the flight deck was lined with crewmen and the bridge and riggings were decorated with signal pennants. Cheers, applause, blasting horns and spinning radar antennas marked the joyous moment. USS Abraham Lincoln truly came "alive"—officially part of the fleet of the United States Navy, ready to carry out its mission well into the next century.



A special commissioning brochure was presented to each guest attending the celebration at Norfolk Naval Station.



A crowd of more than 17,000 gathered to celebrate the commissioning of USS Abraham Lincoln.



Reproductions of the china used by President and Mrs. Lincoln in the White House were presented to USS Abraham Lincoln by the USS Abraham Lincoln Commissioning Committee.

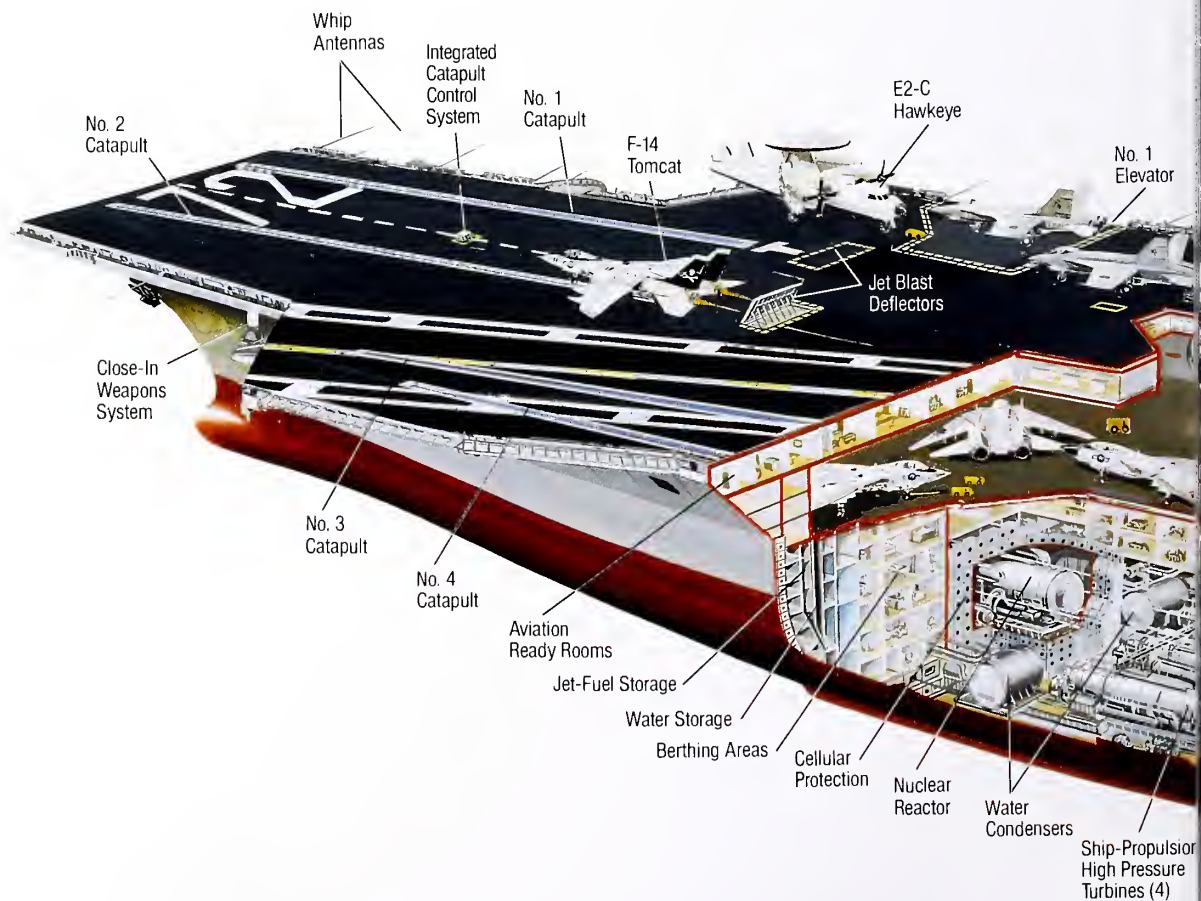


Lincoln: The Ship

A flurry of wires, halyards, flags and antennas top the island superstructure of the 100,000 ton USS Abraham Lincoln.

Weighing more than 100,000 tons, extending more than 1,000 feet in length and towering some 20 stories above the waterline, USS Abraham Lincoln is an awesome sight.  Powered by two nuclear reactors, which can operate for 15 years without refueling, the ship is capable of speeds in excess of 30 knots. Its main engines turn four huge bronze propellers—each one 21 feet across and weighing 11 tons. Steering is accomplished by two rudders, each measuring 29 feet by 22 feet and weighing 23 tons. The combined length of the cables and wire in the ship would extend for 800 miles.  Including her air wing, USS Abraham Lincoln carries nearly 6,000 dedicated and hard working men representing every state of the union. Many of them are just out of high school—the average age of the sailor who works on the flight deck is 19.

*Supercarrier
USS Abraham Lincoln (CVN 72)*

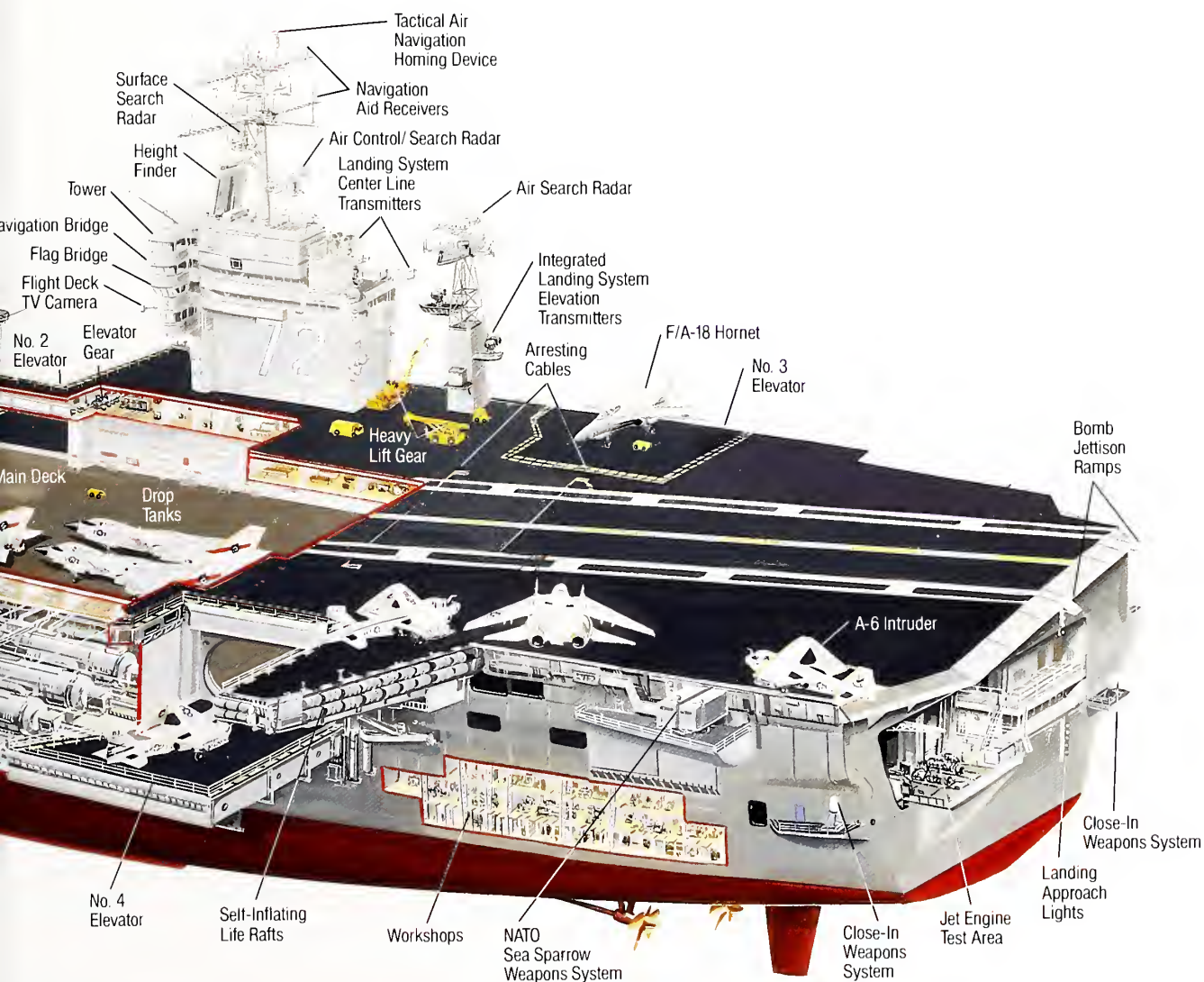


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*(Note: Arrangement of engine room is
approximate. Exact positions of machinery
are classified.)*

A Floating City This floating city boasts all the amenities that would be found in any American city with a comparable population, including a post office with its own ZIP code, TV and radio stations, a daily newspaper, a fire department, a library, a hospital, a general store, two barbershops and much more. The ship has enough electrical generating power to supply electricity to a city of 100,000. Lincoln normally carries enough food and supplies to operate for 90 days and has the capability of distilling over 400,000 gallons of fresh water from seawater each day. Keeping Lincoln ready at all times is critical, requiring repair shops to maintain machinery and aircraft, heavy duty tailor shops to repair parachutes and other survival gear, and electronic shops that keep communication, navigation and avionics equipment in good condition.

A Floating Airport USS Abraham Lincoln also is a floating



airport, capable of launching as many as four aircraft every minute. Lincoln carries seven different types of aircraft with a total complement of more than 80 planes. During flight operations, the flight deck of nearly 4.5 acres is a scene of intense activity, with crew, aircraft and other equipment functioning as a well rehearsed and carefully choreographed team to ensure both efficiency and safety.  Four aircraft elevators, each the size of two average city lots, bring the aircraft to the flight deck from the hangars below. Small tractors spot the planes near the catapults. Aviation fuel is pumped up from tanks below deck, and bombs and rockets are brought up from the magazines.  Powerful steam catapults (affectionately known as “Fat Cats”) can accelerate 37-ton jets from zero to a safe flight speed of 130 miles per hour in about 250 feet and in less than three seconds. Electrical, pneumatic and hydraulic systems control the catapults’ operation. The weight of each aircraft determines the amount of thrust provided by the catapult.  Landing pilots use a system of lenses to guide the aircraft

The aircraft of USS Abraham Lincoln provide the primary offensive and defensive capabilities of the carrier. Carrier Air Wing Eleven is made up of nine squadrons representing seven different types of aircraft. During all overseas deployments and many training cruises in waters near the U.S., the airwing operates from the deck of the Lincoln. When the ship is in its home port, the squadrons disperse to their respective home air stations. The aircraft of Carrier Air Wing Eleven include:



S-3B Viking

This twin engine jet carries a crew of four and provides the primary medium-to-long range anti-submarine defense for the carrier battle group. The Viking carries a wide range of surface and subsurface search equipment including sonobuoys, high-resolution radar, magnetic anomaly detection boom, a turret-mounted forward looking infrared scanner and passive electronic countermeasures equipment. The carrier’s S-3As are flown by the “Dragonflies” of VS-29 (“VS” designates anti-submarine aircraft), based at North Island Naval Air Station, San Diego, California.



EA-6B Prowler

The Prowler, a four-seat, twin engine, all-weather jet aircraft is designed exclusively for tactical electronic warfare. The Prowler employs sensitive onboard sensors and powerful jammer pods to locate and jam enemy radars and radios. The Prowlers of Carrier Air Wing Eleven are flown by the “Black Ravens” of Tactical Electronic Warfare Squadron (VAQ) 135 based at Whidbey Island Naval Air Station, Washington.



F/A-18 Hornet

This single seat, twin engine supersonic jet is the nation’s first strike/fighter. It is a superb fighter which also possesses, by design, an excellent precision bombing capability. The variety of weapons this plane can carry make it a unique and indispensable element of USS Abraham Lincoln’s airwing. The two squadrons of F/A 18s aboard Lincoln are flown by the “Red Cocks” of VFA-22 (“VFA” designates a fighter/attack squadron) and the “Mighty Strikes” of VFA-94. Both Hornet squadrons are stationed at Naval Air Station Lemoore, California.

“down the slope,” the correct glide path for landing. The four arresting wires—each consisting of two-inch thick wire cables connected to hydraulic rams below decks—drag landing aircraft going as fast as 150 miles per hour to a stop in less than 400 feet. ■ High on the bridge, seven stories above the flight deck, the “Air Boss” and his staff coordinate the entire operation, which is carefully monitored from the flight-deck level as well as by the Captain on the ship’s bridge. ■ The various functions of the flight deck crew are identified by the colors they wear: yellow for deck officers, catapult officer and aircraft directors; purple for fuel handlers; green for catapult and arresting gear crews; blue for chock and chain runners; and red for crash and salvage teams and the ordinance men. ■ When deployed, USS Abraham Lincoln will be the nucleus of a carrier battle group of five to nine ships, including guided missile cruisers, destroyers, frigates, replenishment ships and submarines.

SH-60F Seahawk

This twin engine, gas turbine-powered helicopter is the Navy's newest addition to the fleet. It carries a four-man crew and is used for anti-submarine warfare, search and rescue, and transfer of cargo and personnel between ships at sea. The carrier's Seahawks are flown by the “Indians” of HS-6 (“HS” designates an anti-submarine helicopter squadron) based at North Island Naval Air Station, San Diego, California.



E-2C Hawkeye

Providing airborne early warning services for the task group in all weather conditions is the mission of the Hawkeye, a twin engine turboprop aircraft which carries a five-man crew. Highly sophisticated radar and communications equipment is used to provide strike and traffic control, area surveillance, search and rescue guidance, navigational assistance and communications relay in areas hundreds of miles from the carrier. Lincoln's E-2Cs are flown by the “Wallbangers” of VAW-117 (“VAW” designates a carrier airborne early warning squadron) based at Miramar Naval Air Station, San Diego, California.



A-6E Intruder

This two-seat, twin engine, deep-strike interdiction bomber is specifically designed to deliver an enormous bomb load with great accuracy in any weather, day or night. Lincoln's A-6Es are flown by the “Green Lizards” of VA-95 (“VA” designates an attack squadron), based at Whidbey Island Naval Air Station, Washington. The squadron also flies the KA-6D model of the Intruder, a tanker version which can carry up to 26,000 pounds of fuel for inflight refueling of other aircraft in the airwing.



F-14A Tomcat

The Navy's best fighter interceptor, the Tomcat is a two-seat, twin engine all-weather aircraft capable of flying twice the speed of sound. Its unique feature, the variable-geometry wing, can be swept forward to provide extra lift for takeoff, landing and low speed maneuvering, and swept aft for less drag during high speed flight. Lincoln has two squadrons of F-14As flown by the “Aardvarks” of VF-114 (“VF” designates a fighter squadron) and the “Black Lions” of VF-213, both based at Miramar Naval Air Station, San Diego, California.





Lincoln: Commander In Chief

*The great emancipator, Abraham Lincoln,
16th President of the United States.*

When Abraham Lincoln took office as President on March 4, 1861, the Commander in Chief of the Army and Navy had probably never boarded an ocean-going vessel. He joked about his three months of military service and had no administrative experience.

Yet inexperience led to greatness. Lincoln wrote, "The dogmas of the quiet past are inadequate to the stormy present. The occasion is piled high with difficulty, and we must rise with the occasion."

Elected to halt the spread of slavery, Lincoln faced unprecedented challenges of civil war, including the need for naval power.

Because the American people had been unwilling to build a strong fleet, the Navy was unprepared for conflict. A dislike of military professionalism dating from colonial days had been strengthened by the victory of an American volunteer Army and an improvised Navy in the American Revolution.



Portrait of a young Lincoln splitting rails on the banks of the Illinois River, painted by an unknown artist.

Fort Sumter, designed to protect Charleston, South Carolina, from naval attack, was vulnerable to shore batteries. Unable to land supplies, U.S. Navy ships stood helplessly offshore while Sumter was battered into submission, then received permission to evacuate the garrison. War began with naval humiliation and without prospect of recovery.

After Sumter fell, Lincoln proclaimed a blockade of some 3,500 miles of southern coast though he had only three ships ready to enforce it. Like their Confederate counterparts, Lincoln and his Secretary of the Navy Gideon Welles had to create a Navy.

In some respects, naval unpreparedness proved beneficial. A strong peacetime fleet might have provided ships to the Confederates as they seized shipyards and ports.

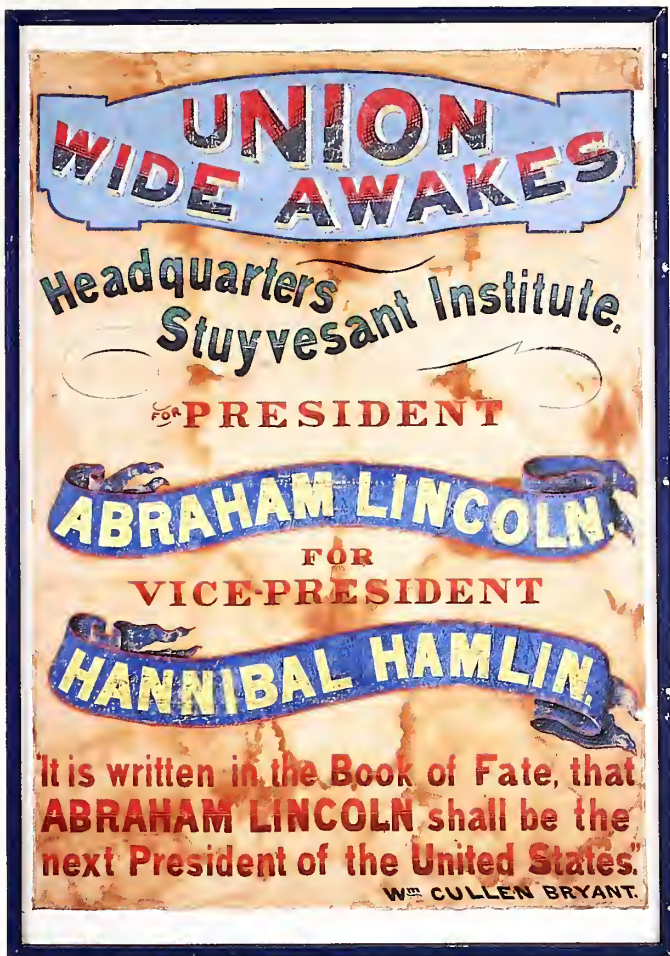
Ships built before the war quickly became obsolete. The Navy needed both deepwater blockade vessels and a flotilla to operate on the great rivers, highways into the South, now scenes of unanticipated warfare.

An improvised fleet contributed to early Union victories at Fort Henry on the Tennessee River, Fort Donelson on the Cumberland River, and Memphis and Vicksburg on the Mississippi River. The Union deployed converted steamboats, hastily built ironclad gunboats and even mortars on flatboats to gain control of vital rivers.

Exasperated by delay in delivering mortars, "Uncle Abe," wrote one naval officer, "has gone into that business with a will," shown "by pitching General Ripley out of his Ordnance Bureau." Granted a reprieve when his successor declined the job, Ripley learned an important lesson about expediting what Lincoln called "Uncle Sam's Web-feet." "Wherever the ground was a little damp, they have been, and made their tracks."



Republican campaign rally at Lincoln's home in Springfield on August 8, 1860.



Lincoln campaign poster used by the "Wide Awakes," a Republican campaign organization.

On his first ceremonial visit to the Washington Navy Yard, Lincoln asked for a demonstration firing of an eleven-inch gun, formally named the Dahlgren gun for its inventor; informally called a "soda water bottle" gun for its swollen breech. The President was delighted when all three shells hit a target 1,300 yards away.

Commander John A. Dahlgren, ordnance officer at the Navy Yard, saw much of Lincoln, who frequently visited to inspect the busy shops and to examine new weapons. Lincoln himself test-fired the Spencer repeating rifle, whittled a gunsight, then fired again with greater accuracy.

An experimental rocket once exploded in its stand frighteningly close to Lincoln, Secretary of State William H. Seward and Secretary of the Treasury Salmon P. Chase. Nobody in authority approved of Lincoln's testing of new weapons, but nobody knew how to stop him.

When Thaddeus Lowe proposed to furnish observation balloons, Lincoln twice sent him to General-in-Chief Winfield Scott, who turned him away. Finally, Lincoln went along, Scott acquiesced and Lowe organized a balloon corps, eventually acquiring seven balloons, some based on a naval vessel in the Potomac.



In a meeting at Antietam, Maryland, on October 3, 1862, Lincoln urged General George B. McClellan to use his army more aggressively.

This vessel, Lincoln's "aircraft carrier," had originally been purchased by the Navy for \$150 to serve as a coal barge. Although Lowe's observations proved valuable, the corps foundered in bureaucracy and perished before demonstrating its worth.

Northern inventiveness was backed by industrial capacity the South could not match. Against incredible odds, however, Confederates eventually managed to acquire more than 130 ships, including more than 30 armored warships. Heavily outgunned, they developed mines (then called torpedoes) for river defense and built small "torpedo boats," low-profile craft with a mine suspended from a long pole on the bow.

Confederates created the world's first combat submarine, the ill-fated Hunley, which lost several crews in

testing and another while sinking a Union ship. Confederate cruisers built abroad preyed on Yankee shipping, and the famed Alabama took more than 60 merchant vessels before its fatal encounter with USS Kearsarge off the coast of France in 1864.

Southern resourcefulness created the world's second aircraft carrier, Teaser, captured in 1862 while carrying an observation balloon made from silk dresses donated by patriotic Richmond ladies.

The rebuilt Merrimack was re-christened Virginia and armored with four-inch-thick iron plates and a cast iron prow weighing 1,500 pounds. She emerged from Norfolk in March, 1862, looking like "a huge half-submerged crocodile," and destroyed two U.S. ships while shells glanced harmlessly off her plates. Panic



Rare Civil War photo of the Union's first ironclad, Monitor, and crew.

dominated Washington, where the cabinet pondered the nightmare that this invincible vessel might bombard the capital, then sail northward, closing every port.

On her next foray, however, Virginia encountered Monitor, a minuscule Union ironclad designed by John Ericsson, a Swedish-born engineer, who had presented his design to Lincoln before approaching the Navy. Against 12 guns on Virginia, Monitor carried only two, but its revolving turret allowed their constant use. Lighter and with superior engines, Monitor could avoid ramming. After a three-hour battle, Virginia was driven back to port, then blockaded by heavy ships assigned as rams and the watchful Monitor.

Two months later, U.S. land forces threatened

Norfolk. Lincoln, accompanied by Secretary Chase and Secretary of War Edwin M. Stanton, visited Fort Monroe to prod dilatory George B. McClellan, who failed to understand his army's power. Chase scouted a landing point near Norfolk while Lincoln studied charts indicating an even better point, then confirmed its superiority through a second reconnaissance led by Lincoln, Stanton and Chase.

A few armed sailors rowed Lincoln ashore, where he stood on Confederate soil in the moonlight while cabinet officers held their breath. The next day, the Army landed where Lincoln had scouted and easily occupied Norfolk. Virginia, deprived of its base and blocked by Monitor, was run aground and blown up by its crew. If Lincoln had not gone to Virginia, claimed



Monitor was victorious over the Confederacy's Merrimack in their battle on March 9, 1862.



Lincoln and his words have been commemorated on U.S. postage stamps.

Chase, "Norfolk would still have been in the possession of the enemy, and the Merrimack as grim and defiant as ever." Confederates had evacuated Norfolk before U.S. troops arrived, but Lincoln hastened Union occupation.

Lincoln, wielding power as commander-in-chief more directly than any President before or since, proclaimed a blockade, raised an Army, arrested

disloyal civilians and freed slaves. He was just what the Navy needed to meet the great crisis of transforming an obsolescent fleet, largely wooden sailing ships, into an ironclad steam-propelled modern force.

By war's end, the number of naval vessels had increased from 90 to 670, personnel from 8,800 to 58,200, and annual expenditures tenfold. What began as a blockade in name only gained effectiveness during the winter of 1861-62 after joint Army-Navy operations seized vital bases on the coasts of South and North Carolina.

Sleek and speedy blockade runners evaded the U.S. Navy an estimated 90 percent of the time in 1861, but only 50 percent in 1865. The blockade, combined with Union control of the Mississippi River achieved in 1863, gradually strangled the Confederacy.

On March 24, 1865, when Lincoln arrived at General Ulysses S. Grant's headquarters at City Point, Virginia, Lee's surrender was still more than two weeks away, but victory was in the air. Lincoln conferred with



An authentic Civil War applique quilt.



Original oil painting by Sue Stotlar of Benton, Illinois, commissioned for USS Abraham Lincoln by the USS Abraham Lincoln Commissioning Committee.

Grant, General William T. Sherman, who arrived from North Carolina aboard a captured blockade runner, and Admiral David D. Porter about how to end the war and build the peace.

When long-besieged Petersburg fell, Lincoln went there to confer with Grant; warned by Stanton about exposing himself to danger, Lincoln replied that he intended to visit Richmond the next day.

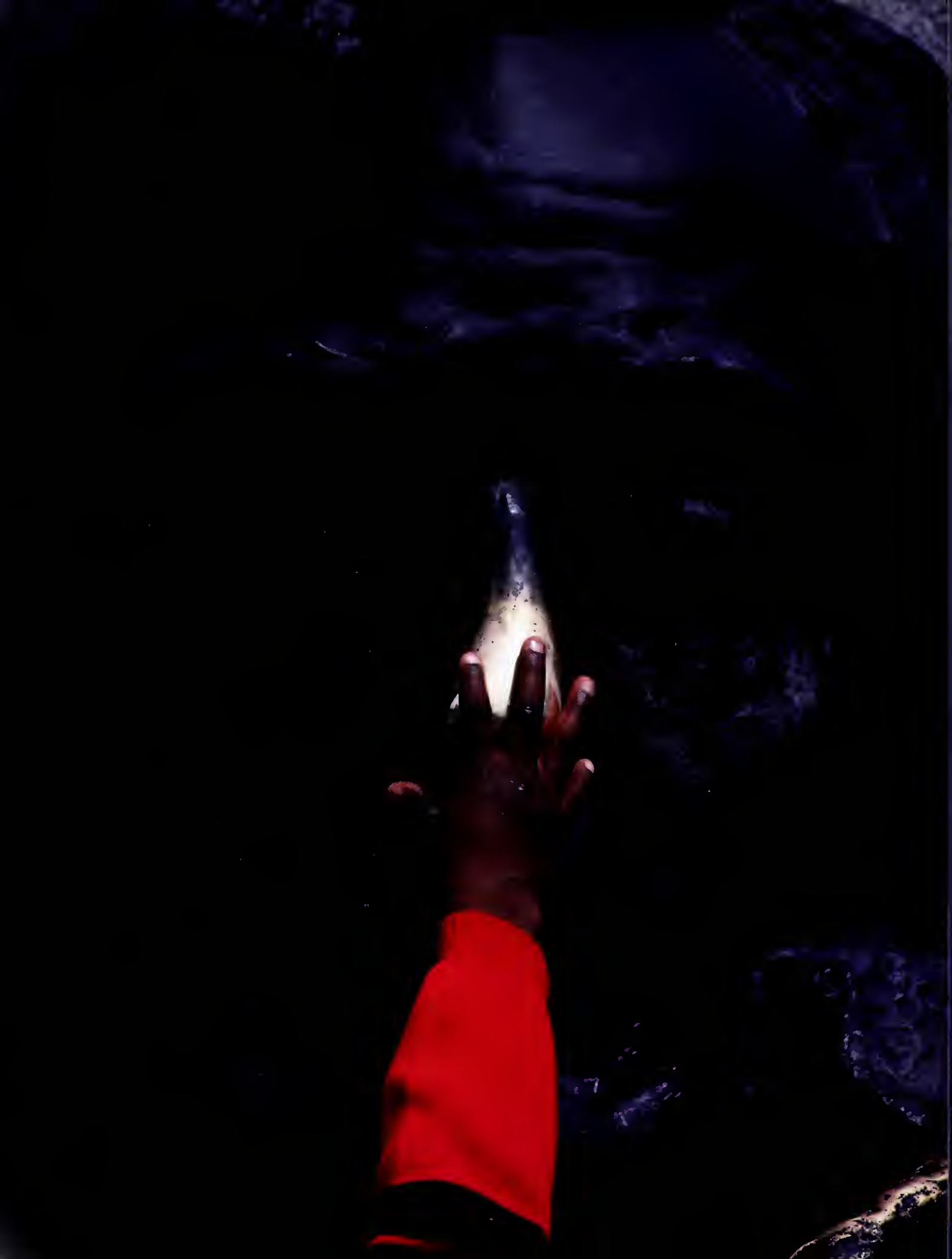
He went to Richmond aboard a Navy ironclad, landing in a captain's gig with 12 sailors, then entered the former Confederate capital with six sailors in front, six behind, Admiral Porter on one side and his young son Tad on the other. With only ten days remaining before his assassination, Lincoln walked the streets without danger, greeted by throngs of former slaves celebrating their freedom. Through Lincoln, Porter and his sailors shared the hour of triumph.

When Lincoln died, the United States possessed the strongest Navy in the world, perhaps an inevitable consequence of the great struggle. That it was also the most modern Navy owed something to Lincoln, the prairie lawyer fascinated by discoveries and inventions who bypassed Secretary Welles to consult Captain Dahlgren or Assistant Secretary Gustavus V. Fox, men who knew far more about naval technology. Initially suspicious of a President who poked into every aspect of naval affairs, officers learned to respect Lincoln.

"No man," concluded Dahlgren, "was so well fitted to carry the country through her trial."

John Y. Simon, Ph.D., is an award-winning Civil War scholar with special interests in Abraham Lincoln and Ulysses S. Grant. He has written numerous books and articles and has given more than 115 speeches on Lincoln, Grant and the war. Simon is executive director of the Ulysses S. Grant Association and is a director of the Abraham Lincoln Association. He is currently professor of history at Southern Illinois University in Carbondale.

Special appreciation is expressed to Newport News Shipbuilding for permission to reprint Professor Simon's essay.



Illinois: The Land of Lincoln

At Lincoln's Tomb in Springfield, a bronze bust of the beloved President shows the effects of the reverent touch of thousands of hands.

The names of Abraham Lincoln and his beloved state of Illinois are permanently linked in history. Illinois was where Abraham Lincoln studied law and entered politics, Illinois was where he courted and married Mary Todd, Illinois was where his children were born, and Illinois was where he launched his campaign to become the 16th President of the United States.

The first Europeans to explore the region that was later to become Lincoln's home state were French missionaries Louis Jolliet and Pere Jacques Marquette. After crossing Illinois in 1673, Marquette wrote in his journal, "We have seen nothing like this... regards its fertility of soil, its prairies and woods."

French traders soon followed the missionaries, building trading posts where trappers and Indians

exchanged animal pelts for boatloads of iron and manufactured goods from the Colonies and Europe. Later, after the English won the French and Indian War, the state became part of the British Empire. When the United States was formed in 1787, Illinois was part of the infant nation's Northwest Territory. When it joined the Union in 1818, Illinois was the nation's western outpost and a launching point for development west of the Mississippi River.

Farming the Prairie

The state's fertile prairie attracted farmers, who later were to benefit from two Illinois inventions that changed the course of agriculture forever. At the time Lincoln was serving in the state legislature, a fellow named John Deere was inventing the steel plow. Deere's revolutionary new device was a major force behind the



The last homestead of Thomas Lincoln, Abraham's father, at Lincoln Log Cabin State Historic Site near Lerna.



Illinois is the Prairie State, where pioneers found endless acres of fertile land.



John Deere Historic Site near Dixon where his shop and home have been faithfully restored.

growth of agriculture in Illinois and throughout the western U.S. Another major agricultural advancement came with the invention of the combine by Illinois resident Cyrus McCormick. While Deere's plow allowed crops to be sown more easily, McCormick's new machine permitted faster reaping.

Abraham Lincoln realized the necessity of getting this agricultural abundance to market. In 1832, he urged the construction of a railroad for "facilitating the task of exporting the surplus goods of [Illinois'] fertile soil." By the mid-1800s, rail lines from across the nation converged on Chicago, ensuring its rise to a major city from a small village that most Illinoisians believed would never amount to anything. Such railroads as the Rock Island, Santa Fe and Illinois Central (which once employed Lincoln as an attorney) have called Illinois home.



The ancient Indian burial grounds at Cahokia Mounds near Collinsville date from approximately 8,000 B.C.

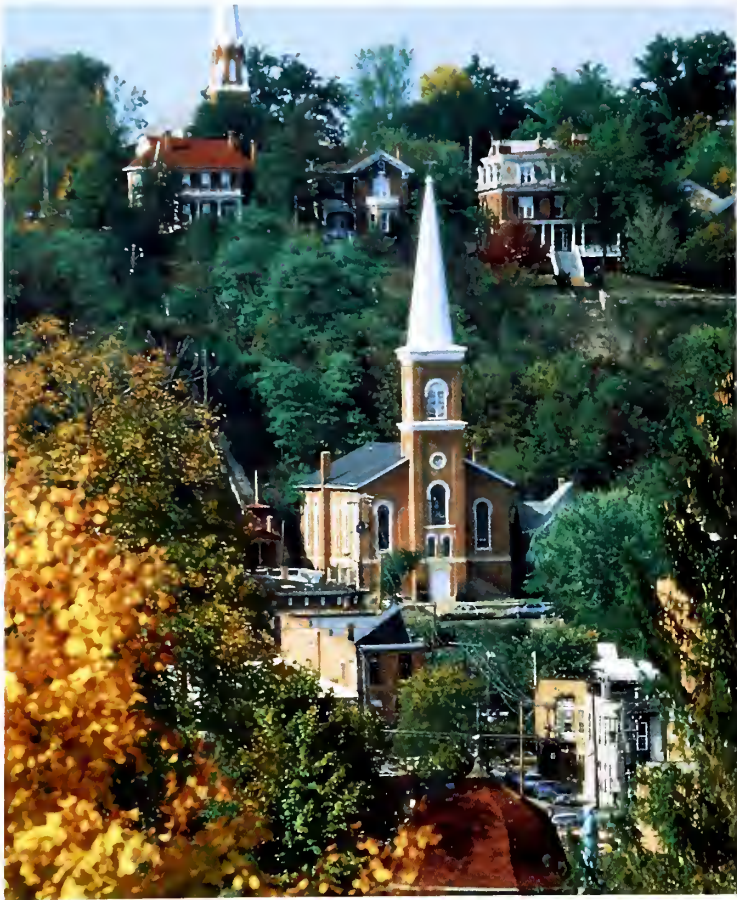


Top: A waterway of commerce, the Mississippi River sweeps southward down the entire length of Illinois' western border.

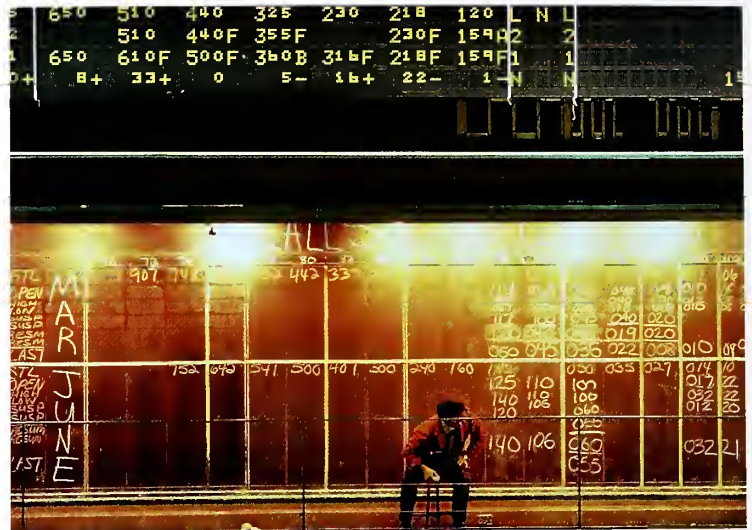
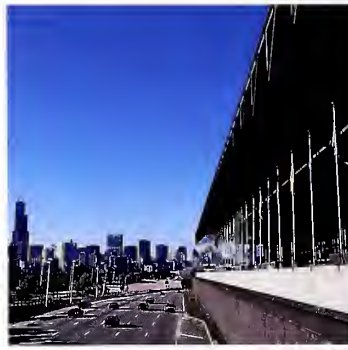
Bottom: Pere Marquette State Park in Grafton is located near the confluence of the Illinois and Mississippi Rivers and offers 8,000 acres of natural beauty.



Amish settlements continue to prosper near Arcola and Arthur in central Illinois.



A beautifully preserved turn-of-the-century lead mining town, Galena today is a popular tourist destination.



Top left: McCormick Place, on Chicago's Lake Michigan shoreline, is the nation's largest exposition center.

Top right: O'Hare International Airport is considered the world's busiest airport. Shown here is United Airlines' "Terminal for Tomorrow."

Bottom: Chicago Board of Trade, the world's oldest and largest futures/options exchange.



Wrigley Field, home of the ever-popular Chicago Cubs, is a classic among ballparks in America.

Trading with the World

In 1835, Lincoln called on his state to “trade with the world.” Aggressively seeking international trade, Illinois now exports goods valued at over \$18 billion a year and ranks among the top six states in such key exports as machinery, fabricated metals, rubber and plastic products. Eight of the top 50 American exporters are located in Illinois, more than in any other state. Illinois is home to more than 1,500 foreign companies doing business in the U.S. and to more than 60 branches of international banks.

The 1893 World’s Columbian Exposition heralded the arrival of the Industrial Age and gave Illinois a reputation as more than just an agricultural state. Manufacturers in Illinois towns moved quickly to provide commercial goods for the growing industrial market, establishing a dominance that has continued throughout the years. Rockford is a leader in the machine and tool industries, Peoria manufactures earth-moving equipment, and Moline, where John Deere located his company, leads the nation in the manufacture of farm equipment. Illinois is home

to such internationally known firms as Caterpillar, Archer Daniels Midland, Motorola, Abbott Laboratories and FMC.

Educating Her Citizens

Abraham Lincoln was a self-educated man, but he placed a high value on education. Writing to the people of Sangamon County during his first campaign for the Illinois General Assembly, he said: “Upon the subject of education. . .I can only say that I view it as the most important subject which we as a people can be engaged in.”

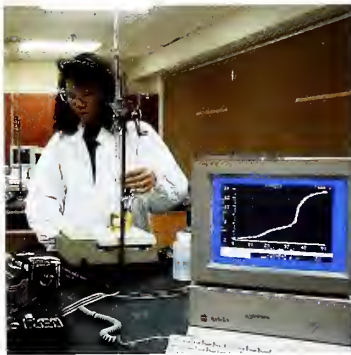
Today’s Illinois residents have a choice of 186 colleges and universities across the state for the pursuit of higher education, including 12 public universities, 50 community colleges, 102 private not-for-profit institutions and 22 proprietary institutions. Nearly 700,000 students are enrolled in these schools, including some 325,000 students in the state’s community colleges, which provide both general education and various types of industrial training.



The Art Institute of Chicago is one of the world’s leading art museums, noted for its collection of French Impressionist and post-Impressionist paintings.



A sculpture by Jean Dubuffet, “Monument a la Bete de Bout,” stands in the plaza of the futuristic State of Illinois Center.



The Illinois Mathematics and Science Academy in Aurora is the nation’s only three-year public residential high school for students of exceptional talent in mathematics and science.



Since its founding in 1867, the University of Illinois at Urbana-Champaign has earned a reputation as an institution of international stature.

Beautiful Buckingham Fountain, the centerpiece of Chicago’s Grant Park.



Exploring the State

Illinois' northern border is north of Plymouth, Massachusetts, where the Pilgrims first settled America. Her southern tip is farther south than Richmond, Virginia, the capital of the Confederacy. North to south, east to west, the state offers great variety and diversity.

Illinois' largest city is Chicago, a vital, dynamic center of commerce and culture hugging the western shore of Lake Michigan. Known as the "Windy City," Chicago is home to some of the world's finest architecture, museums, art galleries, theatre, live entertainment, dining and shopping.

Springfield, the state capital and Lincoln's hometown, lies in the center of the state. His tomb, his home, his law office and the Old State Capitol where he

delivered his famous "House Divided" speech are among the state's most popular visitor attractions. Nearby is the faithfully restored town of New Salem, where he lived before moving to Springfield.

Illinois is often called the "Prairie State," for the rolling landscape that dominates the state's geography. But there is much more to Illinois than its prairies. In the northwestern corner of the state, the Mississippi Palisades offer stunning views of this great river valley. And sprawling over southern Illinois is the Shawnee National Forest—260,000 acres of spectacular scenery, popular for hiking, biking, and fishing.

Illinois is urban and rural, industrial and agricultural. The diversity of this quintessential American state is one of its greatest strengths.



Starved Rock State Park in Utica is 2,630 acres of forest, canyons, waterfalls, and year-round outdoor recreation.



Top: The John Hancock building soars above Chicago's brilliant architecture and beautiful Lake Michigan shoreline.



Left: Chicago's world-renowned Museum of Science and Industry where visitors can explore contemporary science and technology.



Left: Thirteen of the original 20 buildings have been restored at the historic Bishop Hill Utopian settlement.

Right: Illinois State Capitol in Springfield. Lincoln once served as a legislator in the Illinois House of Representatives.



Lincoln's law office in Springfield where he pursued his legal career.

Remembering Abraham Lincoln

The values of the Prairie State helped forge the character of one of America's greatest leaders. As Abraham Lincoln prepared to leave the state capital of Springfield for Washington after his election as President, he expressed his deep feelings for the state and its people:

My friends, no one not in my situation can appreciate my feeling of sadness at this parting. To this place, and the kindness of these people, I owe everything. Here I have lived a quarter of a century, and have passed from a young to an old man. Here my children have been born, and one is buried. I now leave, not knowing when, or whether ever, I may return...

Sadly, Lincoln's return to Springfield came by funeral train only two years later. Mourned by a nation, Illinois' most famous son was buried with great honor. The state whose future he helped shape continues to honor his courage, strength and resolve.

Illinois truly is "The Land of Lincoln."



Top: Lincoln's meticulously restored home is the focus of a four-block 19th century historic site in Springfield.

Bottom: Follow the Lincoln Heritage Trail in Illinois to discover the life and lore of the nation's 16th President.

Facts About USS Abraham Lincoln (CVN 72)

Keel laid
November 3, 1984

Christening date
February 13, 1988

Commissioning date
November 11, 1989

Complement
(with Air Wing embarked)
Over 5,550 men

Number of spaces and
compartments
Over 3,200

Length, overall
1,092 feet

Speed
In excess of 30 knots

Height, keel to mast top
206 feet, 6 inches

Extreme breadth, flight deck
257 feet, 5.5 inches

Area of flight deck
Approximately 4.5 acres

Displacement
(with full combat load)
Approximately 100,000 tons

Propulsion
Nuclear power

Number of reactors
Two

Number of main engines
Four

Number of propellers
Four with five blades each

Weight of each propeller
11 tons

There are four evaporators which
can distill more than 400,000 gal-
lons of fresh water per day, enough
for the daily needs of over 2,000
homes.

The air conditioning plants have a
capacity of 2,520 tons, enough to
serve more than 800 homes.

Height of each propeller
21 feet

Number of rudders
Two

Weight of rudders
Approximately 45.5 tons each

Dimensions of rudders
29 x 22 feet

Number of anchors
Two

Weight of each anchor
30 tons

Length of each anchor chain
1,082 feet

Weight of each link in
anchor chain
365 pounds

Weight of each entire
anchor chain
308,000 pounds

Number of shipboard telephones
Over 1,900

Number of aircraft elevators
Four

Size of each aircraft elevator
3,880 square feet

Number of catapults
Four

Underway supply facts

Number of meals served
each day
Over 20,000

Loaves of bread baked each day
800

Sodas consumed each day
13,000

Milk consumed each day
660 gallons

Hamburger meat consumed
each day
540 pounds

Number of eggs consumed
each day
180 dozen

Fresh vegetables consumed
each day
800 pounds

Fresh fruit consumed each day
900 pounds

Dirty laundry washed each day
5,500 pounds

Haircuts given each day
250

The officers and men of USS Abraham Lincoln express their sincere appreciation to Illinois Governor James R. Thompson for his vision to create a bond between this ship and his state, to the people of Illinois for their generous support that was so important to a successful commissioning effort, and to the men and women of Illinois who have proudly and faithfully served on the Board of Directors of the USS Abraham Lincoln Commissioning Committee:

Marvin R. Strunk,
Chairman
Dwayne O. Andreas
B. Barnard Birger
A. Andrew Boemi
Raymond C. Burroughs
Margaret A. Cartier
John P. Clarke
Stanton R. Cook
Calvin C. Covert
William C. Fox
Robert G. Gibson
Joel D. Gingiss
Louis D. Liay
The Honorable
Abraham Lincoln Marovitz
Stephanie Pace Marshall
Ralph G. Newman
C. William Pollard
Commander Joseph S. Rank,
USN Retired
Ronald L. Thompson
Frank R. Zimmerman
Commander Samuel F. Falcona
(Ex-officio)

FOUR SCORE AND SEVEN YEARS AGO OUR FATHERS BROUGHT FORTH
UPON THIS CONTINENT, A NEW NATION, CONCEIVED IN LIBERTY, AND
DEDICATED TO THE PROPOSITION THAT ALL MEN ARE CREATED
EQUAL. NOW WE ARE ENGAGED IN A GREAT CIVIL WAR, TESTING
WHETHER THAT NATION, OR ANY NATION SO CONCEIVED AND SO DEDICATED,
CAN LONG ENDURE. WE ARE MET ON A GREAT BATTLE-FIELD OF
THAT WAR. WE HAVE COME TO DEDICATE A PORTION OF THAT FIELD, AS A
FINAL RESTING PLACE FOR THOSE WHO HERE GAVE THEIR LIVES, THAT
THAT NATION MIGHT LIVE. IT IS ALTOGETHER FITTING AND PROPER
THAT WE SHOULD DO THIS. BUT, IN A LARGER SENSE, WE CAN NOT
DEDICATE—WE CAN NOT CONSECRATE—WE CAN NOT HALLOW—THIS
GROUND. THE BRAVE MEN, LIVING AND DEAD, WHO STRUGGLED HERE,
HAVE CONSECRATED IT, FAR ABOVE OUR POOR POWER TO ADD OR
DETRACT. THE WORLD WILL LITTLE NOTE, NOR LONG REMEMBER WHAT
WE SAY HERE. BUT IT CAN NEVER FORGET WHAT THEY DID HERE. IT IS FOR
US, THE LIVING, RATHER, TO BE DEDICATED HERE TO THE UNFINISHED
WORK WHICH THEY WHO FOUGHT HERE, HAVE THUS FAR SO NOBLY
ADVANCED. IT IS RATHER FOR US TO BE HERE DEDICATED TO THE GREAT
TASK REMAINING BEFORE US—THAT FROM THESE HONORED DEAD WE
TAKE INCREASED DEVOTION TO THAT CAUSE FOR WHICH THEY HERE GAVE
THE LAST FULL MEASURE OF DEVOTION—THAT WE HERE HIGHLY RESOLVE
THAT THESE DEAD SHALL NOT HAVE DIED IN VAIN—THAT THIS NATION,
UNDER GOD, SHALL HAVE A NEW BIRTH OF FREEDOM—AND THAT GOVERNMENT
OF THE PEOPLE, BY THE PEOPLE, FOR THE PEOPLE, SHALL NOT
PERISH FROM THE EARTH.

*Delivered by Abraham Lincoln, November 19, 1863,
at the dedication of Gettysburg
National Cemetery.*



PENNY PRESS

SERVING THE CREW OF THE USS ABRAHAM LINCOLN

Special Edition

Welcome Aboard
Tiger Cruise Guests
20 - 23 February 1990



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Welcome Aboard!

I would like to personally welcome each of you aboard the Navy's newest and largest aircraft carrier. "ABE," as we affectionately call her, has been commissioned for only three months, but this last at-sea period has undoubtedly left many of her crew feeling as though we're returning from a six-month, overseas deployment.

No...it hasn't been an easy month since we left our homeport of Norfolk. Intensive air operations with embarked Carrier Air Wing EIGHT, and the grueling damage control and battle drills with Fleet Training Group Guantanamo Bay, Cuba, have tested the mettle of every LINCOLN sailor. But -- in what has become commonplace aboard this ship -- the crew performed superbly and far exceeded expectations. The significance of this is that more than half of our sailors are under 21 and had never been to sea for such an extended period of time!

Our tempo of operations will significantly decrease as we make headway back to Norfolk. Yet, you'll get a taste for what your sailor does when this leviathan weighs anchor and puts to sea on Feb. 21. During our two-day transit to Hampton Roads, you'll become familiar with the sights, sounds, and smells of flight operations and life aboard a nuclear-powered aircraft carrier at sea.

You -- in no small measure -- have contributed to the success of this ship and her crew. Whether a relative, in-law, or friend, your support for that LINCOLN sailor who chose the Sea Service as his profession, is crucial. It lets the sailor know there is someone back home who cares; it reaffirms to him that he's sacrificing his time away from home for a reason, that those late-night battle drills and flight operations during darkness serve a purpose.

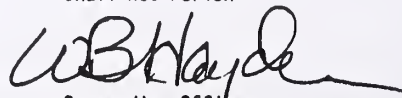
This special edition of our ship's newspaper, the "Penny Press," provides you with a wealth of information which will make your trip to Norfolk with us informative. Additionally, there are tips which will enable you to safely and more easily navigate your way throughout the ship.

Safety is a major concern aboard LINCOLN. While some ships can be considered floating industrial communities, we aboard LINCOLN are a floating metropolis. Passageways can get crowded, ladders are steep and you have to "keep your head on a swivel" at all times. Please pay attention to where you're going, and avoid tripping over a line or tie-down chain, or bumping your head. We don't want you returning home with anything other than pleasant memories.

The sheer size of this great warship may preclude my personally meeting each of you, but I will certainly be making my rounds and speaking with as many of you Tigers as I can.

I thank you sincerely for supporting your sailor and for supporting this great ship, and I extend to you a hearty "Welcome Aboard!"

"Shall Not Perish"


Commanding Officer

Traveling Aboard Lincoln

By J03 R.L. Poole

An aircraft carrier is often referred to as a "floating city," and as you walk around Lincoln, you will see why. It is very easy to get lost in our city if you don't know your way around.

Like normal cities, Lincoln has her own system of streets and signs. Our streets are called passageways and our signs are called bullseyes. A bullseye is a yellow square on the bulkhead (the wall) with three lines of information on it. It can tell you all you need to know about where you are going.

All of the spaces on Lincoln are given a compartment number. The first part of the compartment number is the deck or level; on which floor the space is located. The hangar deck is labeled the 1st deck. Levels above it are designated with an "O" prefix. So, the level above the hangar deck is the "O1 level." Decks below the 1st deck are numbered in sequence. The first deck below the hangar deck is the second deck.

The second number tells you at which frame the forward-most bulkhead is located. Frames are numbered from one to 260, bow (forward) to stern (aft). Frames are spaced about four feet apart.

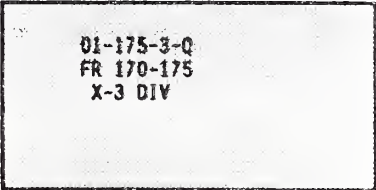
The third number tells you where you are in relation to the ship's centerline. The centerline runs straight down the middle of the ship. An odd number means that you are on the starboard (right) side of centerline. An even number means that you are on the port (left) side of centerline. The third number also tells you how far away from centerline you are. The higher the number, the farther you are from centerline.

The fourth part of the compartment number is the letter that tells what the space is used for. An "L" means the space is a living area. The letter "M" means the space is an ammunition magazine, and an "A" is a store room.

The second line in the bullseye tells you at which frame the compartment is located. The third line in the bullseye tells you who owns the space.

Take a look at the drawing of the bullseye. Imagine you're in the hangar bay and need to get to this space to see your sailor. Let's say you're at frame 200. The hangar bay is pretty big, but don't let it intimidate you.

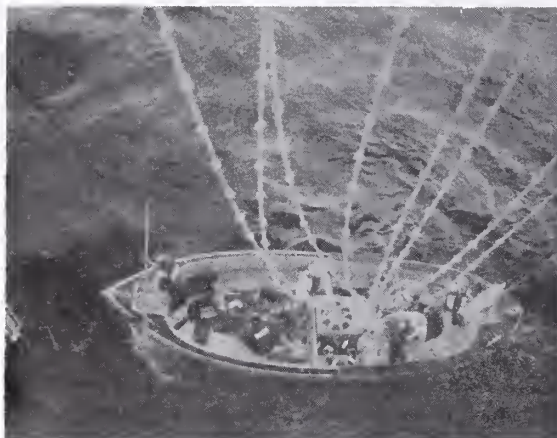
Imagine the hangar bay as the "Lincoln Expressway." All you have to do is find the right exit to get off at. As you move through the hangar bay, you notice that you are getting closer. As you pass through the hangar bay doors, you see your exit. It's the door numbered 1-177-1. You go through the door and see the ladder. Once on your way up the ladder, you notice it's pretty steep, so be extra careful. Turn right and go straight ahead. In a few steps, you find yourself in front of the door numbered 01-175-1. Look up and you'll see another sign that lists the spaces behind the door. Go through the door and right in front of you is the door where your sailor is. Go through and treat yourself to a big hug from him. You've found the space!



01-175-3-Q
FR 170-175
X-3 DIV

Example bullseye

The Men ar



The motor whale boat crew mans their craft during a man-overboard drill.

An HS-9 plane captain cleans his aircraft after it returned from flying.



A flight deck tow tractor driver moves an S-3A Viking.

Hangar bay blue shirts participate in damage control training drill.



Their Mission

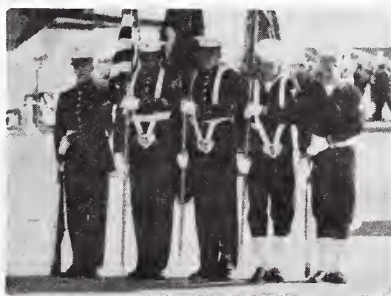


Seaman Norton peers through a port hole equipped with a phone-talker headset.



SMSN Provezano flashes a message to another ship sharing the same waterway as Lincoln.

Flight deck crewman displays aircraft weight to pilot about to launch from Lincoln.



Marine Corps and Navy color Guard practice prior to Lincoln's commissioning Nov. 11, 1989.

PN3 Johnson, DCFN Griffis and DCFN Sinnock pause a moment after fighting an imaginary fire during damage control training exercises.



Safety Tips and Procedures

Welcome aboard! Nice to have you with us. This should be a fun time and a great opportunity to observe the intricate workings of the latest and greatest aircraft carrier in the Navy. For most of you, the ship is a new environment, filled with surprises and excitement. It also contains many hazards that you have never seen before. To ensure your stay is not ruined by a needless injury, please follow these guidelines.

1. Never run on the ship. The passageways, ladders, compartments and decks are full of items that will reach out and grab you.

2. Don't step on knee knockers. Have your sponsor show you a knee knocker and you will quickly see what we mean. Too many people worry about the trip hazard and fail to notice the low overhead.

3. Watch your step on ladders. You won't get very far on the ship without going up and down ladders. These ladders are steeper than most staircases; always use the hand rails and watch out for loose or slippery ladder treads.

4. Know how to use an Emergency Escape Breathing Device (EEBD). Know where they are stowed and how to put one on. Get your sponsor to give you a blindfolded egress check, and know at least two ways out of the spaces you usually occupy.

5. Be careful around aircraft. Don't trip over tie down chains or walk under tail hooks or drop tanks.

6. Don't lean on life lines. Life lines are put there to keep people from wandering over the side of the ship; they are not there as a resting place while you watch the sunset or waves rushing by.

7. Wear hearing protection. The ship can be a noisy place. A good rule of thumb is, if you have to raise your voice to be heard by someone 2 feet away, you need hearing protection. Make your sponsor get you some.

8. Stay off the Flight Deck unless you are authorized to be there.

9. Don't turn any knobs, valves, switches or pull any pins unless you are being supervised by someone who tells you to do it.

We want you to have a good time, but please be careful.

TV Programming for Tiger Cruise

Channel 2

Wednesday, 21 February 1990

1000 -- Yogi Bear
1030 -- Good Night, Beantown
1100 -- Alice
1130 -- Guadalcanal Diary
1300 -- The FBI
1400 -- Dallas
1500 -- Special ABE TV Presentation:

Captain Hayden Welcomes Tigers
Cmdr. Kaufmann Talks About Shipboard Safety
"The Lincoln Legend" Commissioning Tape

1600 -- Star Trek
1700 -- Oprah Winfrey Show
1800 -- "This Is Flight Ops!"
1830 -- News and "Tigers In The News"
1930 -- Matlock
2030 -- Different World
2100 -- Growing Pains
2200 -- Murder, She Wrote
2300 -- Simon & Simon
2400 -- Baretta
0100 -- Austin City Limits
0200 -- Sign Off

Thursday, 22 February 1990

0600 - Touche Turtle and Cartoons
0700 - Hooperman
0730 - Mighty Mouse: The New Adventures
0800 - Head of the Class
0830 - Our House
0930 - Matlock
1030 - MacGyver
1130 - Family ties
1200 - Murder, She Wrote
1300 - West 57th
1400 - Simon and Simon
1500 - The Untouchables
1600 - Star Trek
1700 - Donahue: Dating Contracts
1800 - Wiseguy
1900 - Cheers
1930 - Golden Girls
2000 - Cosby
2030 - Murphy Brown
2100 - Moonlighting
2200 - L.A. Law
2300 - Falcon Crest
2400 - Fight Back! with David Horowitz
0130 - Sign off

Friday, 23 February 1990

0600 - Oprah Winfrey Show
0700 - Adventures of the Galaxy Rangers
0730 - Secrets and Mysteries
0800 - Who's the Boss
0830 - Spectacular World
of Guinness Records

0900 - 21 Jump Street
1000 - The Tracy Ullman Show
1030 - The Equalizer
1130 - The Big Movie: Superman IV
1330 - Austin City Limits
1430 - Miami Vice

Upon completion of Miami Vice, ABE Television
will switch to Norfolk television stations.

Channel 4

Wednesday, 21 February 1990

1000 -- A Fish Called Wanda
1200 -- 'Neath Arizona Skies
1300 -- Sink The Bismark!
1435 -- G.I. Joe Cartoon
1500 -- Special ABE TV Presentation:

Captain Hayden Welcomes Tigers
Cmdr. Kaufmann Talks About Shipboard Safety
"The Lincoln Legend" Commissioning Tape

1600 -- The Dream Team
1800 -- "This Is Flight Ops!"
1830 -- Bill & Ted's Excellent Adventure
2000 -- The Princess Bride
2145 -- Batteries Not Included
2335 -- Fatal Attraction
0120 -- Sign Off

Thursday, 22 February 1990

0600 -- Sign On/Big Top Pee-Wee
0745 -- Mighty Mouse
0815 -- Dr. Doolittle
1045 -- Cartoons
1100 -- Batman
1315 -- The Desert Fox
1445 -- Nine to Five
1645 -- McHale's Navy
1830 -- News and "Tigers in The News"
1930 -- Deep Star Six
2115 -- Raising Arizona
2300 -- Talk Radio
0100 -- Sign Off

Friday, 23 February 1990

0600 -- Sign On/Land Before Time
0715 -- Mac & Me
0900 -- Who Framed Roger Rabbit?
1045 -- E.T. -- The Extraterrestrial
1245 -- Trains, Planes & Automobiles
1430 -- Robocop

Upon completion of Robocop, ABE Television
will switch to Norfolk television stations.

What's in Store for You

By J03 W. D. Kugelberg

You are about to embark on a journey through a most magnificent world. A world you may never get the chance to see again. A journey hosted by Captain William B. Hayden along with the crew of the Navy's newest aircraft carrier, the USS Abraham Lincoln (CVN-72).

Everything you see on this journey will be real, nothing is staged. It's the world a sailor lives when he goes out to sea for months at a time. The sailors on board this leviathan want you to experience their lives on the ocean. So for the next three days, please watch and learn. Don't blink too much; you may miss something.

In order to make your trip from Fort Lauderdale to Norfolk enjoyable, you may want to participate in a few things the sailors like to do while out to sea. Most people would think the time spent on a cruise on a warship would be boring, but since this ship costs \$3.4 billion, we had to throw in a few things to make our journeys relaxing.

While out to sea, there are many activities of which you may take advantage. Abraham Lincoln is a floating city. We have almost everything in our world as you have in yours. Our ship contains everything from an airport to its own police department and pretty much everything in between. But, there isn't enough room here to tell you everything the Abraham Lincoln has that makes it, what we like to call "The Lincoln Legend." That's why we have invited you to visit the ship to look around as much as you like. You are as much a part of the Lincoln Legend as we, the Lincoln Plankowners. You are embarked on the first Tiger Cruise of the ship's early life, and we guarantee it will be an experience you will never forget. So read on and find out what is in store for you on your journey aboard the Abraham Lincoln.

Wednesday morning is the start of a big day. Reveille will sound at 0600 (6 a.m. for you landlubbers) and that signals the start of another "fine Navy day." After breakfast, the giant ship will begin to make its way toward our current pier in Norfolk. Getting underway is an exciting evolution and you are invited to go on up to the flight deck and witness the event first hand. Be careful around the sides of the ship and please don't lean on the wires surrounding the ship. You have traveled a long way for this journey and we want to make sure you stay on board for the rest of it. You will see many things that contribute to the way the finest crew in the Navy does its daily routine while underway.

The ship's chaplain offers mass and other divine services. Refer to your visitor's guide for time and locations. You will also witness a replenishment at sea. We are a big ship, but we don't have the room we need for all the supplies we use on a cruise. Underway replenishment restocks our supplies.

Keep an open ear while underway for the public address system, or the IMC. It let's the entire ship know what's going on and it let's Captain Hayden speak to us whenever he wants.

After a good night's sleep, you will wake up and it will be Thursday. During the day, our Marines will display their weapons and even let you shoot them. Flight operations will be conducted and you may watch from Vulture's Row. That's where we go to view the plane's land and take off, but be sure you have ear protection or you won't be hearing anything for a long time. You will also witness an Air Show and Fire Power demonstration. Our guys who work on the flight deck and in the weapons department want you to see what they can do to keep the ship's mission riding high on the open seas.

In addition to the weapons and air guys, the rest of the crew is willing to show you what they do. The welcome from the Abraham Lincoln extends from the guys who work down in the reactors to the guys who make our meals. So welcome aboard the Navy's newest aircraft carrier and please enjoy yourself. And keep in mind, that in the Navy, safety always comes first.

